

MARCH 28, 1955

New Trains Build NYC Business . . . p. 36

# RAILWAY AGE

One of Five Simmons-Boardman Railway Publications

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*smaller number* of units

(for further information, see pages 18-19)



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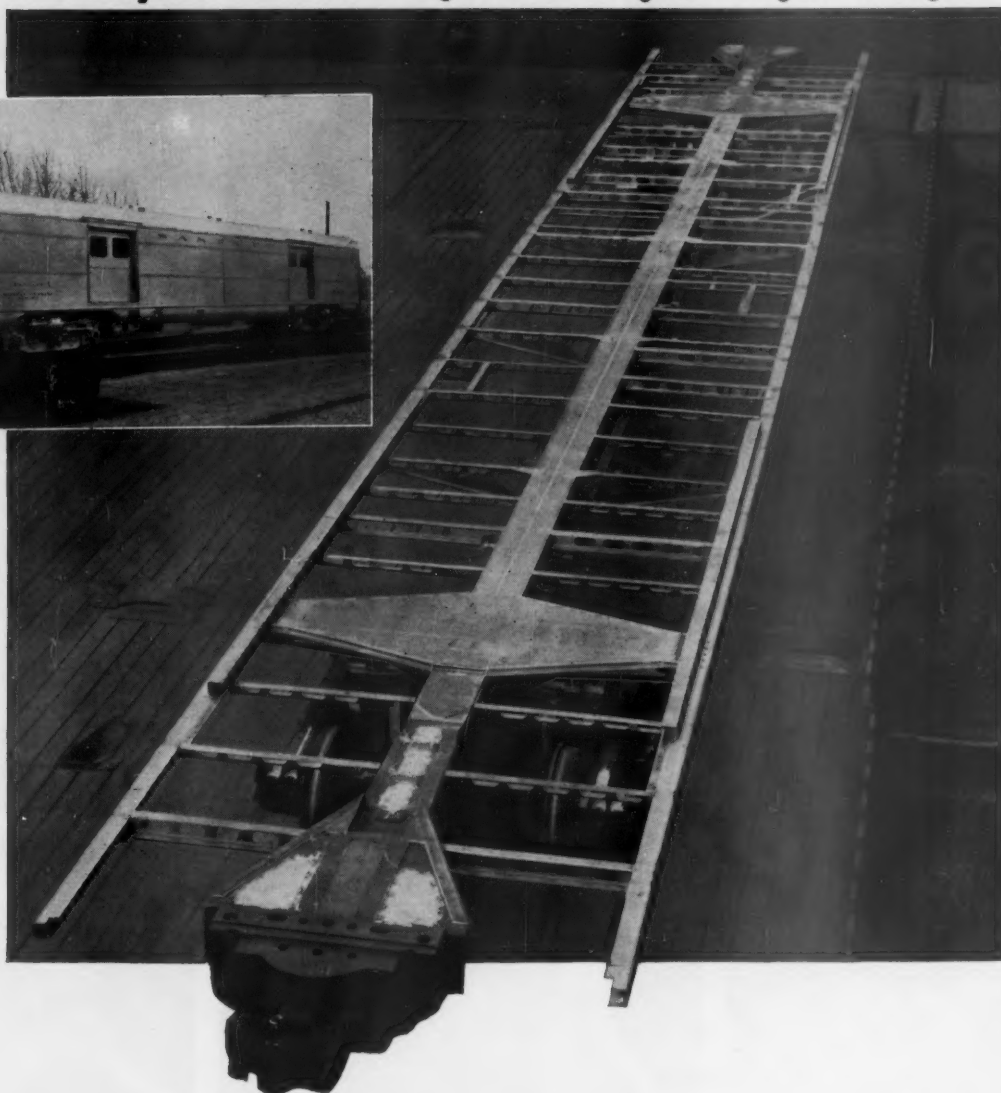
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March 28, 1955

Vol. 138, No. 13

## Week at a Glance

**Order for a new-design "tubular train" placed with Budd by the Pennsylvania, a Santa Fe order for 47 high-level cars, and a big UP order highlighted last week's suddenly booming equipment market.** 6

**Felix S. Hales has succeeded L. L. White as president of the Nickel Plate.** 24

**FORUM: How much regulation?** There can be, and are, wide differences of opinion as to the amount of regulation to which railroads should be subjected under present competitive conditions. But with much competition unreachable by regulation, there can hardly be any disagreement as to the necessity of a realistic rate policy. 29

**The Santa Fe uses CTC to permit 90-mph operation on a long stretch of line in Oklahoma.** 30

**Nearly automatic accounting, possibly the first system of its type on a North American railroad, is to be installed on the M&StL.** 32

**The auto parking problem around large railroad passenger terminals has been effectively dealt with by the Burlington at Omaha.** 33

**New fast freight trains on the New York Central may or may not be a final answer to piggyback—but meantime the business they handle "is increasing every day."** 36

**Automatic heat or cold for refrigerator cars is provided by equipment now being made by the Waukesha Motor Company.** 39

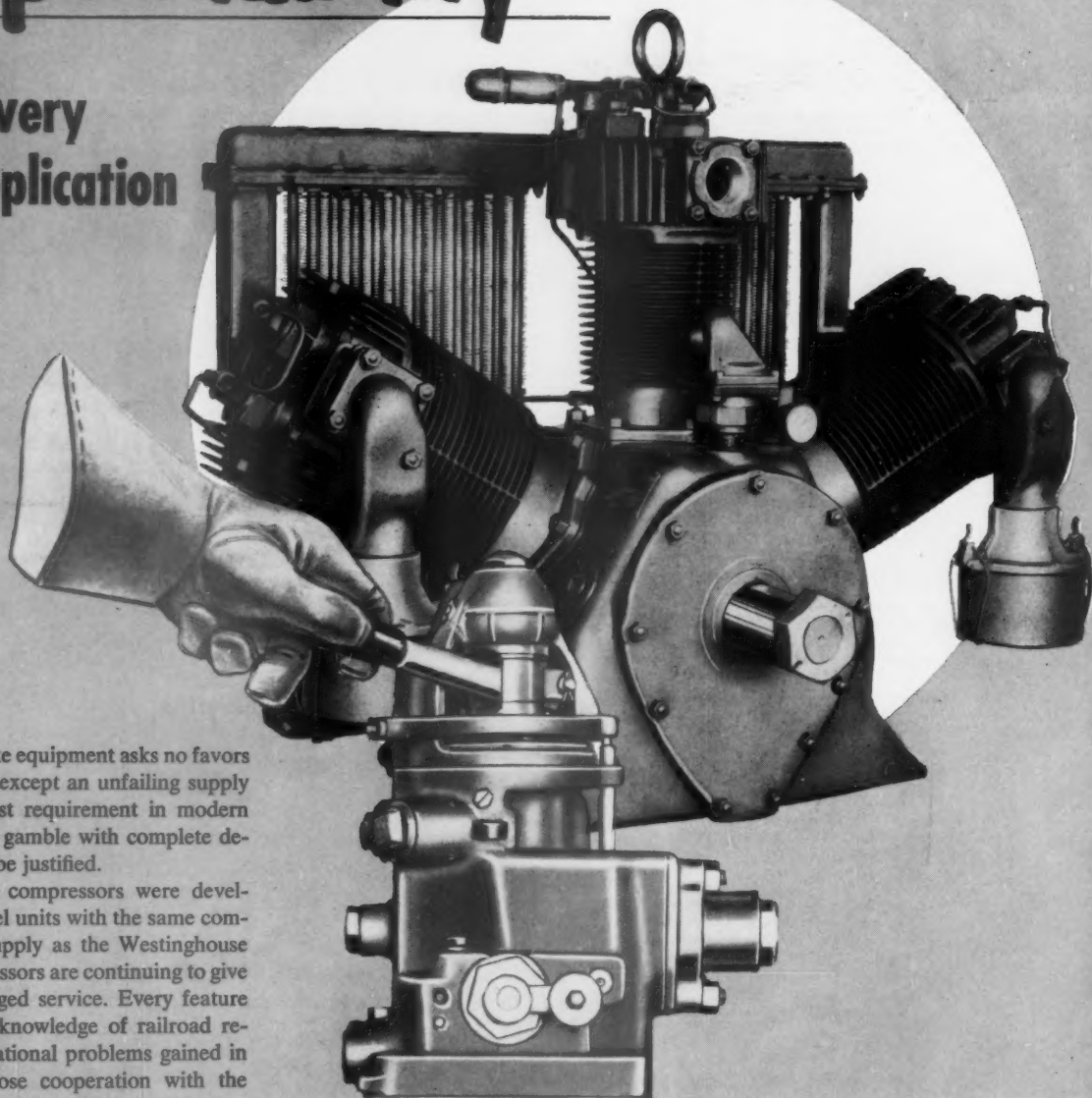
## BRIEFS

**Ohio's legislature apparently sank the "rubber railroad" when the House Committee on Commerce and Transportation, on March 22, voted 12 to 5 to postpone**

# WESTINGHOUSE CD COMPRESSORS

put  
**dependability**

behind every  
brake application




**W**estinghouse Brake equipment asks no favors on any assignment—except an unfailing supply of air. That's the first requirement in modern train control, and no gamble with complete dependability can ever be justified.

Westinghouse CD compressors were developed to provide Diesel units with the same completely reliable air supply as the Westinghouse Steam Driven compressors are continuing to give through years of rugged service. Every feature reflects the intimate knowledge of railroad requirements and operational problems gained in over 80 years of close cooperation with the nation's leading transportation system . . .

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2. Full-pressure type lubrication system maintains even, constant flow of filtered oil to connecting rod crankshaft bearings and wrist-pin bearings.
3. Throw-off of oil from connecting rod bearings lubricates cylinder wall and also main crankshaft ball bearings.

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**Westinghouse Air Brake  
COMPANY**

AIR BRAKE DIVISION  WILMERDING, PA.

# Current Statistics

Operating revenues, one month	
1955	\$752,741,347
1954	749,825,835
Operating expenses, one month	
1955	\$590,002,298
1954	626,806,095
Taxes, one month	
1955	\$ 74,547,270
1954	71,488,503
Net railway operating income, one month	
1955	\$ 68,660,196
1954	32,545,876
Net income, estimated, one month	
1955	\$ 52,000,000
1954	20,000,000
Average price railroad stocks	
March 22, 1955	88.57
March 23, 1954	61.46
Carloadings, revenue freight	
Ten weeks, 1955	6,425,380
Ten weeks, 1954	6,151,764
Average daily freight car surplus	
Wk. ended March 19, 1955	33,608
Wk. ended March 20, 1954	131,372
Average daily freight car shortage	
Wk. ended March 19, 1955	1,518
Wk. ended March 20, 1954	188
Freight cars on order	
March 1, 1955	18,663
March 1, 1954	25,441
Freight cars delivered	
Two months, 1955	4,430
Two months, 1954	8,918
Average number railroad employees	
Mid-February 1955	1,008,740
Mid-February 1954	1,084,097

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# Week at a Glance

CONTINUED

indefinitely its consideration of House Bill No. 6—the so-called Riverlake belt conveyor bill. This was considered the crucial vote; it marks an important victory for the many groups, including railroads, which fought the measure.

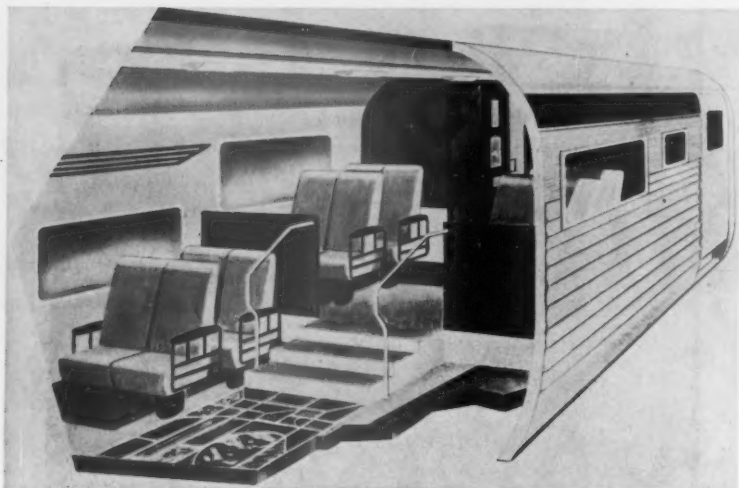
Don't bet your last nickel on it—but, as we have said before, don't be too surprised if that Pennsylvania order for a new "tubular train" isn't followed pretty shortly by orders from two, and perhaps three, other major Eastern railroads for other types of high-speed, lightweight trains. Don't be surprised, either, if placing of the orders touches off proposals from some of the same roads for substantial reductions in fares, at least on some runs.

A study project for a nuclear locomotive was announced late last week by Lewis L. Strauss, chairman of the Atomic Energy Commission. AEC will make available all necessary nuclear equipment while the Denver & Rio Grande Western and Baldwin-Lima-Hamilton Corporation will supply money and personnel.

How big can a city get? Nobody knows—but growth of America's major metropolitan areas obviously hasn't stopped, says Donald J. Bogue, associate professor of sociology at the University of Chicago. The "ring" around a central city seems to be the fastest growing part, he says adding that one person in every four now lives in such a ring. In the next 50 years urbanized areas will double or even treble in size. And by 2050 half the cities as they now exist will be torn down and replaced, he predicts.

New demands may be in the offing from the Brotherhood of Railway Clerks. Meeting recently in Cincinnati, the union's leaders agreed upon these new "objectives": Extension of the recently won hospital, surgical and medical benefits to dependents of employees; separation allowances for employees displaced by technological developments; and a "substantial increase in wages." The latter two demands may be made jointly with other non-operating unions.





A TWO-LEVEL FLOOR arrangement will help to achieve a low center of gravity while contributing to a feeling of interior spaciousness. Reclining seats will be available on both levels, with lounge chairs in a smoking area

at one end of each car. Lavatories will be at the far end, as shown in this artist's conception of the interior of one of the seven passenger cars in the "tubular train" to be delivered to the Pennsylvania next year.

## PRR Orders "Tubular" Train

Budd Company to build, for early 1956 delivery, 574-passenger train, which "should cut running time 15% or more"

The new passenger train of tubular design, recently announced by the Pennsylvania, (*Railway Age*, February 21, page 8, and February 28, page 16), has been ordered from the Budd Company, with delivery anticipated for early 1956, James M. Symes, president of the railroad, announced March 23.

"We are on our way," Mr. Symes said, "with a significant development which should mean much to the travel-

ing public as well as to the railroad.

"With its unique design providing great strength with much less weight, and the lowest center of gravity ever engineered for railroad cars, the new 'rail-hugging' train should cut running time by 15% or more below present fast schedules. At the same time, passenger comfort will be increased," he added.

Consisting of seven passenger coaches

which will be lighted, air conditioned and heated from a separate power car, the train, to be built of stainless steel, will accommodate 574 passengers and will cost somewhat over \$1,000,000.

"Tubular design produces a body structure in which the roof, floor and side walls constitute a sturdy, car-length tube of steel, a complete departure from conventional rail car building practice," Mr. Symes explained. "By making the body structure itself do the work of the usual steel underframe, the car can be built closer to the rails and its floor lowered in the center section. This lowers the center of gravity by more than a quarter, to 42 in. above the rails. Faster speed on curves will be possible with safety and comfort."

**Will Cost Less**—He said the cost of cars for the new train will be cut about 25% per seat compared with coaches built only three years ago, with possible further cost reductions later through quantity production.

"The new design also will substantially reduce costs of operation and maintenance," Mr. Symes said. "We are very hopeful that the tubular-design train is an answer to our search for ways to reduce capital investment and costs in the passenger service while improving comfort, speed and attractiveness."

He indicated present plans are to test the train in daylight runs between Pittsburgh and eastern seaboard cities. Existing diesel-electric and electric locomotives will be used.

Riding on four-wheel trucks under each end, the new cars will be only 11 $\frac{3}{4}$  ft in height, almost two ft lower than existing coaches. Although each will be as long as present cars, 85 ft, weight will be only 77,000 lb, a reduction of approximately 40%.

Facilities will be provided for light food service to passengers in their seats. Each car will be divided into smoking and non-smoking areas for



THE NEW "TUBULAR TRAIN" just ordered by the Pennsylvania from the Budd Company will weigh approximately 40% less, have a lower center of gravity, and be almost two feet lower in overall height, than a

conventional train. The seven passenger-carrying cars, plus a power car, will be, in effect, steel tubes, with the car structures doing the work of conventional steel underframes.



## SANTA FE ORDERS 47 MORE HIGH-LEVEL CARS

The Santa Fe has ordered 47 more high-level passenger cars from the Budd Company—enough to equip completely the road's all-chair-car train, "El Capitan." The order includes 35 chair cars, six diners and six dome cars. Cost was not revealed. Delivery will be completed by mid-1956.

82 passengers, with reclining seats in the lower center section and at one end and lounge chairs in the smoking area at the opposite end. There will be lavatories, electric drinking water coolers and luggage compartments in each car, as well as overhead bag racks.

## UP Locomotive, Car Orders Total Nearly \$19 Million

Orders for 1,000 freight cars and 50 diesel units have been placed by the Union Pacific at a cost of about \$18,953,000.

The road ordered 30 2,400-hp passenger units from the Electro-Motive Division of General Motors Corporation and 20 1,000-hp switchers from the American Locomotive Company. The 50 units will cost approximately \$9,915,000.

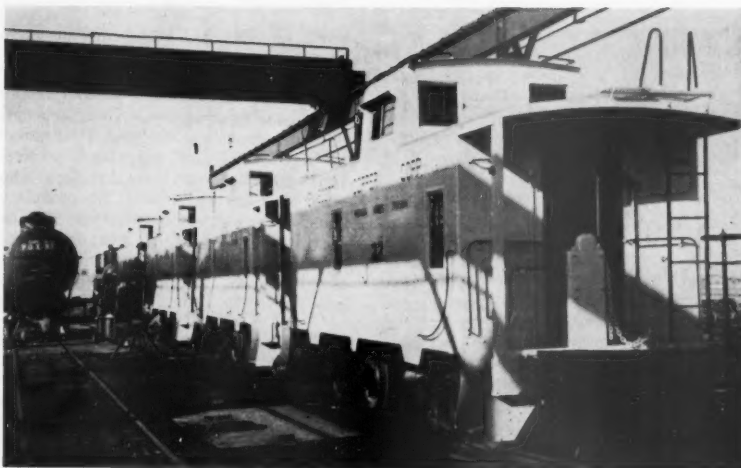
All the cars were ordered from the company shops at Omaha. First to be built will be 100 50-ton insulated box cars, to be followed by 100 cabooses, 200 50-ton box cars with 15-ft doorways, 300 stock cars with metal slats, and 300 50-ton flat cars. All are scheduled for completion this year. Underframes for the insulated box cars, the 200 wide-door box cars, and the cabooses, as well as underframes and other components for the stock cars, are being furnished by the International Steel Company.

The metal-slatted stock cars will be similar to 25 such cars the UP placed in service several years ago (*Railway Age*, March 2, 1953, page 10). Object of the steel slats is to reduce injury to animals through breaks and splintering, at the same time reducing slat replacement and maintenance costs. Interior facing of each slat is sprayed with an asphaltic insulating material to prevent adhesion of animal flesh during cold weather.

### LOCOMOTIVES

## Class I Roads Install 221 Locomotives in Two Months

Class I railroads put 221 new locomotive units, all diesel electric, in service in the first two months of 1955, according to the Association of Ameri-



THESE FOUR all-welded cabooses were manufactured by the Rail & Industrial Equipment Co., Landisville, Pa., for the Nevada Northern. They are for use by the Kennecott Copper

Corporation, Nevada Mines division, and were delivered in February. The order for the cabooses was reported in the *Railway Age* of August 2, 1954, page 11.

can Railroads. Of the total, 121 units were installed in January and 100 in February. In the first two months of 1954, Class I roads installed 239 new locomotive units, all diesel-electric.

On March 1, Class I roads had 455 new locomotive units on order, including 445 diesel units and 10 electric locomotives, compared with 496 diesel-electric units and 10 electric and 15 gas turbine-electric locomotives on order March 1, 1954.

The Central of Georgia has ordered six 1,750-hp diesel road-switching units from the Electro-Motive Division of General Motors Corporation, at an estimated unit price of \$196,037. Delivery is scheduled for April.

The Chicago & Illinois Midland has ordered two 1,200-hp diesel switching units from Electro-Motive Division of General Motors Corporation. Delivery is scheduled for April.

The Nickel Plate has ordered 32 1,750-hp diesel road-switching units from the Electro-Motive Division of General Motors Corporation, at an estimated cost of \$5,119,487. Delivery is scheduled for next June and July.

### FREIGHT CARS

## WP Orders 320 Freight Cars Costing Over \$2.7 Million

The Western Pacific has ordered 250 50-ft box cars from Pullman-Standard Car Manufacturing Company at a cost exceeding \$2 million. The road also has ordered 50 new flat cars and 20 special insulated box cars at a cost of \$700,000.

The box car order includes 50 cars with 8-ft doors, 100 double-door cars

and 100 double-door cars equipped with Evans automobile loading devices. Twenty of the flat cars will have special bulkheads and hold-down devices for plasterboard loading; four will have hold-down and deck devices for loading automobile frames; and 10 will have hold-down devices for possible use in piggyback service. All the flats will be equipped with roller bearings.

According to Pullman-Standard, the WP will become the first railroad to introduce a 50-ft insulated box car equipped with compartmentizer gates when it takes delivery of these 20 cars next summer. The cars will have refrigerator-type flush doors, and will permit shipment of canned goods in even temperature ranges both summer and winter. The compartmentizer gates will provide protection against losses caused by impacts or shifts in lading.

In addition to the revenue cars, WP directors on March 15 approved purchase of 35 new bay window cabooses costing \$525,000. They will be equipped with electric lights and radio (*Railway Age*, March 21, page 74).

## 2,422 New Freight Cars Delivered in February

New freight cars for domestic use delivered in February totaled 2,422, compared with 2,008 in January and 3,974 in February 1954, the American Railway Car Institute and the Association of American Railroads have announced jointly.

Orders for 2,690 new freight cars for domestic use were placed in February, the announcement said, and the backlog of freight cars on order and undelivered on March 1 was 18,663, compared with 18,395 on February 1. A breakdown by types of cars ordered and delivered in February, and on

order March 1, appears in the following table.

Type	De-		
	Ordered	livered	On Order
	Feb. '55	Feb. '55	Mar. 1, '55
Box—Plain .....	490	1,473	9,812
Box—Auto .....	200	0	200
Flat .....	300	118	964
Gondola .....	125	118	1,481
Hopper .....	0	201	1,396
Covered Hopper .....	58	153	789
Refrigerator .....	102	40	1,632
Stock .....	300	0	300
Tank .....	990	269	1,659
Caboose .....	125	34	162
Other .....	0	16	268
<b>TOTAL .....</b>	<b>2,690</b>	<b>2,422</b>	<b>18,663</b>
Car builders .....	782	1,882	8,415
Company Shops .....	1,908	540	10,248

The Monongahela Connecting has ordered 75 mill-type gondola cars from the Greenville Steel Car Company.

Work on the cars will begin in early May.

The Pennsylvania has ordered 200 roller-bearing-equipped 75-ft special flat cars from its Altoona, Pa., shops for its "TrucTrain" piggyback service. Delivery will begin late in May. The road also has authorized the complete rebuilding and modernization in the Altoona shops of 2,000 box cars. Special steel flooring will be installed in the box cars, which will start going into service in June.

The Union Tank Car Company has ordered 806 tank cars from its own shops. Included are 400 11,000-gal, 100 8,000-gal, 301 10,000-gal and five miscellaneous, cars.

## Operations

# AAR Recommends Track-Car Rules

Approves new standards for operation under line-up system, which were developed by Track Car Protection unit of Operations and Maintenance Department

New minimum standards for supplemental rules governing operation of track motor cars under the line-up system have become recommended practice of the Association of American Railroads.

The rules were developed by a special committee on Track Car Protection which was headed by J. M. Trissal, assistant chief engineer of the Illinois

Central. The AAR board of directors approved them as recommended practice at its latest meeting in Washington last month.

**Background**—While the AAR had got into the matter of track-car safety in late 1950, the new rules are pretty much an aftermath of a letter written to the association last year by Interstate Commerce Commissioner

Clarke (*Railway Age*, August 30, 1954, page 9). At that time the AAR assured Mr. Clarke that it was giving consideration to operating-practice changes designed to insure greater safety to maintenance forces riding on track motor cars.

The new rules, which are now recommended practice for "minimum standards for supplemental rules governing operation of track motor cars under the line-up system," are as follows:

(1) Track car operators should be examined on track-car operating rules, such examination to be made a matter of record, supported, if desired, by certificate to be carried while on duty. Examination to be repeated at stated intervals. (Note: As an aid to those required to take such examinations, it is suggested that railroads which have not consolidated all track-car operating rules and instructions, do so, supplying examiners with appropriate catechism.)

(2) All track car operators should carry a reliable watch which should be checked for accuracy each work period.

(3) When practical, track cars should not be placed or moved on main tracks unless current line-up has been received by track-car operator. If the track-car operator does not have the currently effective line-up, or if it is not possible for him to obtain one, track car should be operated as prescribed by rules of the railroad.

(4) Line-up of all trains should be issued by train dispatcher, for stated period and specified territory, retaining copy for the record.

(5) Line-up should be repeated back by one or more of the recipients thereof and should be read aloud to all other occupants of the track car and be in possession of person in charge of the track car.

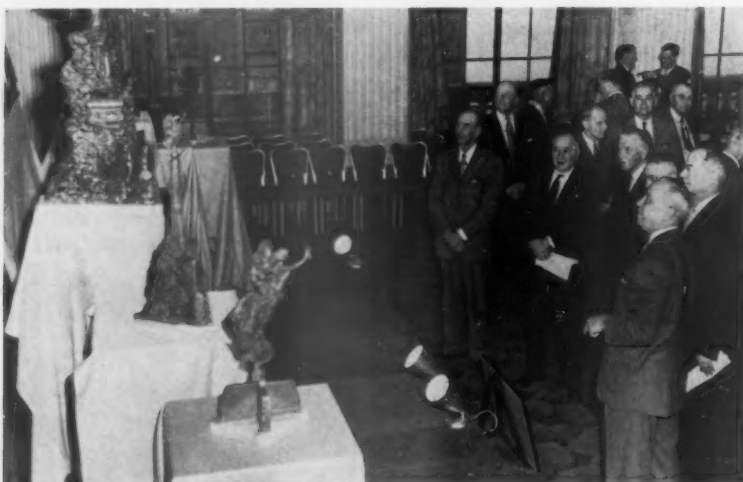
(6) Line-ups for each work period should be forwarded to a designated supervisory officer for checking.

(7) It is recognized that line-ups will not contain information as to all train and yard movements within yard limits. Track car operators should be governed accordingly.

(8) Train dispatcher should take necessary action to see that no train operates in advance of the time shown on line-up (or timetable) unless such train is fully advised by train order or otherwise of the circumstances and instructed to be on the lookout for track cars and to use whistle freely.

(9) When trains are operated that are not shown on line-up (or timetable) train dispatcher should see that such trains are fully advised by train order or otherwise of the circumstances and instructed to be on the lookout for track cars and to use whistle freely.

(10) In preparation of line-up, information should be included which will indicate to track-car operators whenever certain trains may run faster than usual, due to light tonnage, special equipment or other reasons.



**DIRECTORS AND GENERAL CHAIRMEN** of the Frisco had a chance to get acquainted with one another during the road's recent annual safety awards luncheon in St. Louis. The brotherhood leaders and the directors were guests of honor—along with

Frisco employees and officers whose groups achieved the company's top 1954 safety records. Here a part of the luncheon group admires the safety trophies as President Clark Hungerford (extreme right, foreground) describes them individually.

## Briefly . . .

. . . A new city ticket office has been opened by the Canadian National and Grand Trunk Western in the system's new 10-story office building at 131 West Lafayette boulevard, Detroit.

## Rail Maintenance Economies Hit

ICC report of "overzealousness" in cutting costs aired by House subcommittee studying ICC budget

The Interstate Commerce Commission has accused the railroads of being "overzealous in reducing clerical and car maintenance forces" to offset loss of earnings.

The charge was aired by Congressman Evins, Democrat, of Tennessee at a hearing before a House subcommittee considering the ICC budget requests for fiscal 1956. In questioning commissioners and ICC staff representatives, Mr. Evins cited the commission's presentation to the Bureau of the Budget as an "impressive statement."

"The condition of the boxcar fleet," the commission said, "has progressively deteriorated since January 1, 1954."

It continues to state that "as the result of decreased earnings, the railroads have been overzealous in reducing clerical and car maintenance forces. Records are maintained in a half-hearted fashion or not at all. Track forces have been discontinued. Car repair shops have been closed and maintenance work seriously curtailed."

**No Money for Boxcars**—ICC Chairman Mitchell explained that the railroads had been forced to cut personnel because of financial troubles and, as to the boxcar situation, "they just do not have the money to buy them, that is all," he said. Commissioner Arpaia said the term deterioration referred to "quality" and Mr. Mitchell said he thought this would

well have an effect on railroad safety.

Congressman Evins stated that he believes "it is a function of the Interstate Commerce Commission to see that they (the railroads) do not lay off an excessive number of employees and that they keep their fleet and maintenance of cars up for an efficient operation."

Commissioner Clarke explained that "we can only require them to maintain (minimum) standards on cars that are used."

**DTA Discussed**—Mr. Clarke was also questioned on the continuation of the Defense Transportation Administration for which a \$125,000 appropriation was requested. He stated that DTA is scheduled to expire as a "separate entity" this June 30 but said its functions would be carried on under the Bureau of Safety and Service. Tax amortization applications and mobilization planning projects now comprise its activities, he said, the latter including "specific assignments . . . based on the Formosan situation."

Also discussed was the ICC contention that curtailed appropriations hampered locomotive inspection. Congressman Thomas, Democrat, of Texas said that safety records do not support the ICC position that "accidents are bound to pile up." Commissioner Clarke, noting there were still "a lot of accidents" stated they were at "an all-time low" last year.

which the only contest is between railroads. "These," he said, "are not matters which are initiated by the commission. In them, the railroads come to us for relief and redress. If regulation were 'outmoded' or 'archaic,' there wouldn't be so much occasion for the services of the commission."

**Real Struggle**—The commissioner next recognized that there is also intense competition between regulated carriers of different types, but he went on to identify the regulated carriers' "real struggle" as their fight with the unregulated carriers and the exempt operators. He continued:

"I don't think that in 1940, Congress, or anyone else, foresaw, or could have foreseen, that regulated transportation would become subject to serious, unbridled competition from without. . . . I think Congress in 1940 gave great weight to the *bona fides* of operations left outside of regulation and considered them to be a minor factor in the picture."

"The innocent little seed of exempted transportation service left outside of regulation in 1940 has taken root and flourished, so that by now it is growing into a major feature of transport. Not only has this development created difficult problems from a regulatory point of view, but the significant and commendable objective of regulating transportation in the first instance is losing some of its focus. Ultimately, it can place the very aims of the regulatory program in jeopardy."

**The Unregulated**—As to the extent of unregulated transport, Mr. Arpaia referred to estimates which indicated that only 60 to 65% of the country's entire transportation requirements are under ICC jurisdiction. "If this be true," he added, "it won't take long at the present rate of popularity of exempted movements to bring it down still further, especially since the field of exemptions seems to be constantly expanding through interpretation by the courts."

If the trend continues, it is possible that the country will be faced "with the anomalous situation in which regulation, rather than being the instrument for the protection and preservation of public transportation, will be unwittingly helping to destroy it," the commissioner warned. Later on he said "the real stuff upon which advocates of deregulation can feed" is found in the discriminatory situation resulting from treating one segment of for-hire transportation different from others.

**Good Test**—The drought relief provided by the railroads last summer was "a pretty good test of the importance of public transportation," Mr. Arpaia suggested. "The significance and irony of this situation should not be missed," he added. "I'm pretty sure that if the itinerant and exempt carriers, who justify their operations in the name of the farmers, could have done the emergency job, they would have used this occasion as a glorious opportunity to prove it."

Meanwhile, the commissioner chided

## Arpaia Calls Regulation Beneficial

It's good for carriers as well as public, IC commissioner says—he thinks unregulated carriers and exempt operations constitute "the important weakness" of present set-up

Interstate Commerce Commissioner Anthony F. Arpaia thinks the commission has "served the stated purposes of the Interstate Commerce Act," and he is afraid "that the abolition of regulation, or the substantial emasculatation of the act, would create more problems for the carriers than they realize."

Commissioner Arpaia expressed these views in an address prepared for delivery March 25 before the class of the Ninth Rail Transportation Institute of American University, Washington, D.C. He also said that the competition between regulated carriers, on the one hand, and unregulated carriers and exempt operators, on the other, "constitute the important

weakness in the present scheme of things."

**Regulation Good**—Conceding that it might sound like "heresy to the proponents of deregulation," the commissioner nevertheless said the "truth is that regulation, in addition to benefiting the public, has been beneficial rather than detrimental to the carriers themselves." The carriers, he added, "know that some of the legislative restraints, which some of them regard as shackles of their freedom of managerial discretion, are, in turn, a protective armor shielding them from the damage of uncontrolled and, at times, vicious competition among themselves."

Mr. Arpaia went on to explain that he had in mind commission cases in



the railroads and other regulated carriers because they "are not helping to identify the real problem."

"The use of gimmicks or advertising techniques implying that regulation is responsible for all their ills, certainly does not put the spotlight on anything specific. In fact, they serve no practical purpose, except to reflect the frustrations of regulated carriers. They do, however, generate a lot of suspicion and opposition from the public, who

suspect that the hidden purpose of the railroads is to kill off shippers' basic protections under the act and not to improve particular sections of the law.

"I cannot predict what will be done, but the obligation of those of us who are in a position to know is to report the facts which are placing our public transportation system in danger. The time is not too far distant when a decision will have to be made one way or the other."

## Management Speaks

### Presidents "Bullish" on Railroads

Eastern executives take diverse premises to develop conclusion that better profits and more vigorous competitive tactics can reasonably be expected

A promise of better days for the railroads was held forth by presidents of four Eastern lines at the annual Presidents' Night meeting of the New York Railroad Club March 17.

Pennsylvania President James M. Symes commented on the great revenue potential in "piggyback" movement of common carrier highway trailers. Not only is there an opportunity for substantially greater earnings—even 10% of the intercity truck revenue would mean an increase of over \$300 million annually in railway income—but there is also an important benefit in the much better utilization of freight cars that can be realized in this type of operation.

Railroads had an opportunity 25 years ago to go into the trucking business, he suggested, but they "relied too much on economic theories instead of being realistic." Now it is too late. But it is not too late for railroads and truckers to get together to produce economical transportation, Mr. Symes declared. In the long run both forms of transportation will be better off as a result of such cooperation, he said, for there would be better service for the public, with safer and less congested highways, and there would

be more profit for the truckers and more profit for the railroads.

**Firm Foundation**—Cedric A. Major, president of the Lehigh Valley, developed the point that the strength of the railroad industry is a product of a good physical plant and a good financial foundation. The tremendous expenditures for additions and betterments made by the railroads since the end of World War II have created the good physical basis, and careful debt management has enhanced the industry's financial position. One essential remains to be secured—a way to convert the earning potential into actual net profit. The optimistic element in the situation is the evidence of more general realization that this is not just the railroads' problem—it is also a matter of primary concern for government and for general business.

The railroads' future is fundamentally encouraging, Reading President Joseph A. Fisher pointed out, because the railroads have so many friends. These friends are much more numerous than many railroad men realize, and they are to be found sometimes in the most surprising places. Among friends of the railroads Mr. Fisher

mentioned their customers—shippers and receivers of freight; the suppliers of equipment and materials who repeatedly have contributed their ready support to the industry's progress; the bondholders and stockholders who have backed management policies; the employees who take pride in their work and make the railroad a good citizen in each community it serves; the general public that depends on railroads for essential services and for the means to gratify the desire to travel; and especially the rail fans who spend their own time and money to promote the industry's glamor and preserve its traditions.

If a purely practical evaluation of the importance of rail fans as friends of the industry is needed to offset the feeling that they are pests to be cursed rather than blessed, which some railroad men have been known to entertain, Mr. Fisher was ready with it. If each of the 1½ million rail fans in the country spends only \$20 a year for railroad trips, he remarked, the industry's annual revenue is \$300 million greater than it would be otherwise.

**Many Wrongs to Be Righted**—Patrick B. McGinnis, president of the New Haven, indicated that better days for the railroads can be expected confidently because there are now so many things wrong about the industry, and its position in the economy, that can be corrected. Non-regulated carriers in the East, he declared, are carrying more freight than the regulated common carriers. The New Haven and other common carriers are competing with non-regulated oil tankers, gas pipe lines, barges, colliers, gypsy truckers, fish truckers, contract truckers, and trucks owned by shippers.

Mr. McGinnis wants the railroads to have the same opportunity to go into other businesses that those businesses have to go into transportation. Such inequities can be corrected, he said, if the railroads will "develop the science of politics, which is the science of survival."

Opportunities to make railroads "more automatic," to use more tools in every area of operation, to do something about the ratio of wage costs to gross revenue—higher for the railroads, he said, than for any other



**THIS NEW OFFICE BUILDING**, just completed by the Cotton Belt at Tyler, Tex., will permit consolidation under one roof of most of the road's supervisory and clerical forces. The \$1.5-million, three-floor structure measures

200 ft by 250 ft, provides three acres of floor space, includes a 500-seat auditorium. It is fully air conditioned, and incorporates such time-saving and efficiency-increasing devices as a remote-control dictating system.



industry—Mr. McGinnis sees as tremendous. In the East particularly, he feels, there are "too many railroads, too much track, too many stations, too many presidents, and too many vice-presidents." To get these changes effected, so railroads will come into their own, profit-wise, Mr. McGinnis called on management to compete vigorously with "200 large industries" that go to the colleges and universities each year to "buy brains" to produce profits.

## Labor & Wages

### Non-Op Strike Continues Tieup of Three Roads

The Louisville & Nashville and its two affiliates, the Nashville, Chattanooga & St. Louis and the Clinchfield, remained strike-bound last week up to the time *Railway Age* went to press.

The National Mediation Board sponsored a meeting between the parties on March 18-19, but a railroad spokesman said no progress was made toward a settlement. At midweek the NMB had called the parties together for further meetings in Washington, D. C.

Meanwhile, the L&N obtained a temporary injunction in the Frankfort, Ky., Court of Appeals to require non-striking employees in Kentucky to cross picket lines. A similar injunction issued early in the strike by a lower court had already been dissolved (*Railway Age*, March 21, page 9).

Based on the new injunction, the L&N issued notices to non-striking employees that they must cross picket lines and return to work or face dismissal. This notice was later withdrawn at the request of the NMB, pending outcome of the Washington meetings.

There were no further developments last week in the suit for strike damages which the L&N has filed against the union.

## Figures of the Week

### Freight Car Loadings

Loadings of revenue freight in the week ended March 19 totaled 656,117 cars, the Association of American Railroads announced on March 24. This was a decrease of 10,431 cars, or 1.6%, compared with the previous week; an increase of 46,158 cars, or 7.6%, compared with the corresponding week last year; and a decrease of 44,948 cars, or 6.4%, compared with the equivalent 1953 week.

Loadings of revenue freight for the week ended March 12 totaled 666,548

## ESSAY CONTEST DEADLINE MARCH 31

Your essay on:

**"Traditional Differentials in Railway Rates—Should They and Can They Be Maintained Under Rivalry from Contract and Private Transportation?"**

could be the winner of the \$500 first prize, or \$250 second prize in the contest currently in progress, under joint sponsorship of the Monon and *Railway Age*. BUT your manuscript must be in the hands of the editor, *Railway Age*, 30 Church street, New York 7, not later than March 31.

Terms and conditions of the contest were set forth in the January 18 *Railway Age*, page 15.

cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, March 12			
District	1955	1954	1953
Eastern .....	117,405	108,087	128,778
Allegheny .....	126,666	115,287	145,456
Poconahontas .....	51,379	42,901	50,230
Southern .....	128,919	119,950	130,952
Northwestern ..	71,975	69,158	73,422
Central Western ..	113,093	100,743	113,183
Southwestern ..	57,111	53,811	58,162
Total Western Districts .....	242,179	223,712	244,767
Total All Roads .....	666,548	609,937	700,183
Commodities:			
Grain and grain products .....	43,523	43,679	42,427
Livestock .....	6,616	6,591	6,380
Coal .....	115,387	98,999	117,187
Coke .....	10,550	8,572	15,096
Forest products ..	43,703	40,406	43,738
Ore .....	16,374	14,162	19,918
Merchandise l.c.l. ..	64,957	65,193	71,363
Miscellaneous ..	365,438	332,335	384,074
March 12 .....	666,548	609,937	700,183
March 5 .....	658,975	590,576	684,864
February 26 .....	635,453	595,031	668,654
February 19 .....	655,035	618,623	689,430
February 12 .....	643,859	623,706	681,604
Cumulative total, 10 weeks ..	6,425,380	6,151,764	6,903,432

## Rates & Fares

### ICC Asked to End Ex Parte 175 Rate Increases on Coal

The National Coal Association has asked the Interstate Commerce Commission to remove the Ex Parte 175 rate increases on bituminous coal.

The Ex Parte increases were approved by the commission for temporary application, and they are now scheduled to expire at the end of this year. The Coal Association's petition asked that the case be reopened, that a separate hearing be held on the increases as applied to bituminous coal, and that, after such hearing, the increases be ordered removed "forthwith."

The basic increase involved is 12%, subject to a maximum of 40 cents per net ton. It was originally approved in 1952 with an expiration date of February 28, 1954. The extension to the

end of this year came in a 1953 order of the commission.

Since that extension was granted, the Coal Association said, "economic conditions in the coal industry . . . have become much worse and the continuing trend of these conditions is downward." It added that "if this trend is not stopped, the coal industry, the railroads, and the welfare of the nation generally and the national defense particularly, will be seriously affected and indeed jeopardized."

**Cabinet Report**—The petition went on to cite the report of President Eisenhower's Advisory Committee on Energy Supplies and Resources Policy, which recommended lower freight rates on coal (*Railway Age*, March 7, page 9). Meanwhile, it said that "optimistic forecasts indicating an upturn in the coal industry," which were referred to in the ICC's 1953 report "have not been realized." But the "adverse predictions as to the future of the coal industry" have unfortunately been more than fulfilled.

If it gets the hearing it seeks, the association proposes to present evidence to show that bituminous coal's losses to fuel oil and natural gas have been "accentuated" by the Ex Parte 175 increases; that the increases have contributed to "a substantial and rapidly increasing diversion of the movement of bituminous coal to water transportation"; that freight rates on bituminous "are making an excessive and disproportionate contribution to meet the cost of unprofitable services of the railroad industry".

## Securities

**Chicago, Milwaukee, St. Paul & Pacific.** — *Preferred-Debt Exchange*.—Both preferred and common stockholders will be asked to approve a plan of exchange of \$60 million of 5 per cent income debenture bonds for 600,000 shares of preferred stock. The plan will be submitted to shareholders as soon as details can be worked out;

it will, if authorized by the stockholders and the ICC, "make a substantial saving in the railroad's income tax bill and also, through operation of a sinking fund, reduce its overall capitalization," according to Leo T. Crowley, chairman of the board. The road presently has approximately 1.1 million shares of preferred stock outstanding.

## Application

**BALTIMORE & OHIO.**—To issue and sell \$35,000,000 of secured serial notes, proceeds of which are to be used with cash from the B&O treasury to retire \$40,000,000 of collateral trust 4% bonds, series A, now outstanding from an original issue of \$80,000,000. Dated April 1, 1955, the proposed serial notes would mature at the rate of \$2,000,000 annually through 1964 with a \$17,000,000 maturity in 1965.

## Authorizations

**ATLANTIC COAST LINE.**—To issue 705,600 shares of no-par capital stock to be exchanged on a three-for-one basis for 235,200 shares of \$50-par capital stock now outstanding, the new issue to have the same stated value (\$1,760,000) as the stock outstanding (*Railway Age*, February 14, page 46).

**ERIE.**—To issue \$40,288,200 of 5% income debentures due January 1, 2020, to be exchanged for 402,882 shares of its outstanding 5% series A preferred stock on the basis of \$100 of debentures for one share of stock (*Railway Age*, February 14, page 46).

**GULF, MOBILE & OHIO.**—To issue \$624,000 of its 4% first and refunding mortgage bonds, the remainder of a \$1,000,000 series previously authorized. The issue will finance acquisition, at not more than 104, of New Orleans Great Northern series A first mortgage 5% bonds, due in 1983.

**TEXAS & NEW ORLEANS.**—To procure authen-

tication and delivery of \$14,679,000 of its first and refunding mortgage bonds, series D, to reimburse its treasury in part for capital expenditures made from April 1, 1946, to April 30, 1954. The bonds, dated April 1, 1946, will bear 3 3/4% interest and will mature April 1, 1990. Division 4 authorized the parent Southern Pacific to assume obligation and liability as guarantor for the bonds.

## Security Price Averages

	March 22	Prev. Week	Last Year
Average price of 20 representative railway stocks	88.57	88.26	61.46
Average price of 20 representative railway bonds	98.91	98.90	94.90

## Dividends Declared

**BESSEMER & LAKE ERIE.**—\$1.50 preferred, 75¢, semiannual, payable April 1 to holders of record March 15.

**CAROLINA, CLINCHFIELD & OHIO.**—\$1.25, quarterly, payable April 20 to holders of record April 8.

**CHICAGO & EASTERN ILLINOIS.**—25¢, payable May 2 to holders of record April 18.

**CHICAGO GREAT WESTERN.**—common, 25¢, payable April 11 to holders of record March 31; 5% preferred, 62 1/2¢, quarterly, payable March 31 to holders of record March 28.

**CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.**—common, \$1, payable April 7 to holders of record March 19.

**ELMIRA & WILLIAMSPORT.**—\$1.19, semiannual, payable May 2 to holders of record April 20.

**EUROPEAN & NORTH AMERICAN.**—\$2.50, semiannual, payable April 4 to holders of record March 16.

**LAKE SUPERIOR & ISHPEMING.**—35¢, quarterly, payable April 15 to holders of record April 1.

**NORWICH & WORCHESTER.**—8% preferred, \$2, quarterly, payable April 1 to holders of record March 15.

**RICHMOND, FREDERICKSBURG & POTOMAC.**—voting common, 75¢, quarterly; dividend obligations, 75¢, quarterly; both payable April 1 to holders of record March 15; 6% guaranteed, 75¢, semiannual; 7% guaranteed, 87 1/2¢, semiannual; both payable May 2 to holders of record April 29.

**SPOKANE INTERNATIONAL.**—common, 30¢, quarterly, payable April 1, July 1, October 3 and December 15 to holders of record March 18, June 15, September 15 and December 1, respectively.

**WABASH.**—4 1/2% preferred, \$4.50, annual, payable April 22 to holders of record March 31.

**WESTERN PACIFIC.**—75¢, quarterly, payable May 16 to holders of record May 2.

## Organizations

### Plowman to Head Transportation Institute

A transportation institute on the theme, "Pulling Together for a Stronger Transportation System," will be held at the William Penn Hotel, Pittsburgh, April 26, under auspices of the Transportation Association of America. The institute has been announced as the first of a series to be held in major centers during the year.

E. G. Plowman, vice-president, United States Steel Corporation, will act as chairman for the institute. Congressman J. Percy Priest, chairman of the House Committee on Interstate & Foreign Commerce, will be the luncheon speaker.

Cooperating with TAA in arranging the institute are the Chamber of Commerce of Pittsburgh, Traffic Club of Pittsburgh, Traffic & Transportation Association of Pittsburgh, ICC Practitioners' Association, Aero Club of Pittsburgh, Propeller Club of the U.S., Port of Pittsburgh, Railway Club of Pittsburgh, and Allegheny County Chapter of the Pennsylvania Motor Truck Association.

### NRAA Election of Officers

At a meeting at Chicago on March 15, during the exhibition held in connection with the AREA convention, new officers were elected to head the National Railway Appliances Association until the next exhibit in March 1958.

The new president of the association is W. H. Tudor, who was moved up from vice-president. Mr. Tudor is territory manager for International Harvester Company's Industrial Power division, with headquarters at Melrose Park, Ill. R. A. Carr, president of Dearborn Chemical Company, and formerly treasurer of the association, was elected vice-president. J. B. Templeton, president of Templeton, Kenly & Co., who was secretary of the NRAA, was elected treasurer, and Kenneth Cavins, sales manager of Fairmont Railway Motors, Inc., and formerly a director of the association, was elected secretary. R. B. Little, general sales manager, Eaton Manufacturing Company, was elected a director.



**PATRICK B. MCGINNIS**, New Haven president, inspecting an exhibit at the March 9 "Connecticut Night" in the Hotel Statler, Hartford. Firms established in the state for more than 75 years participated in the program. On that day, also, the railroad celebrated the 120th anniversary of the

organization of the Hartford & New Haven, the state's first railroad. Exhibits showed Connecticut's oldest products and their modern counterparts. Also displayed by industry and the railroad were photographs, maps, documents, newspapers and other memorabilia.

The **Minnesota Railfans' Association** will hold its sixth annual "diner dinner," Sunday, April 24, on the Soo Line, from Shoreham shops, Minneapolis, to Dresser, Wis., and return.

Roy E. Baker, general manager—mechanical of the Maine Central, will speak on "Car Department Responsibilities" at the April 8 meeting of the **Eastern Car Foreman's Association**, in the Engineering Societies building, New York, at 7:45 p.m. A buffet-supper at the Old Timers Grill will precede the meeting.

As the opening event of its 50th anniversary celebration, the **Toledo Transportation Club** will hold a "Golden Jubilee Dinner" at the Commodore Perry Hotel, Toledo, Ohio, April 20.

The annual election of officers and directors of the **Wyoming Valley Traffic Club** will take place at a dinner meeting at the Kingston House, Kingston, Pa., April 6. John M. Miller, chief, Freight Claim Section, and executive secretary, National Freight Claim Council, American Trucking Association, will be the speaker.

New officers of the **Women's Traffic Club of San Francisco** were installed at a luncheon meeting on March 26, as follows: President, Frances Rutherford, General American Transportation Corporation; vice-president, Barbara Thomas, William J. Rountree Company; secretary, Muriel Collins, Harper Robinson Company; treasurer, Anita Maguire, Pacific Southcoast Freight Bureau.

The tenth annual reunion of the **Military Railway Service Veterans** will be held at the Netherland-Plaza Hotel, Cincinnati, September 16-18.

The annual meeting of the **Freight Station Section, Association of American Railroads**, will be held at the Morrison Hotel, Chicago, June 14-16.

The annual meeting of the **Fire Protection & Insurance Section, Association of American Railroads**, will be held at the Lord Baltimore Hotel, Baltimore, October 3-5.

The **Pacific Railway Club** has elected the following officers: President, T. T. Blickle, mechanical superintendent, Santa Fe; vice-presidents, V. W. Smith, superintendent, Union Pacific, G. S. Allen, superintendent transportation, Western Pacific, D. K. Miller, terminal superintendent, Los Angeles Union Passenger Terminal, and R. E. Marks, assistant to vice-president, Southern Pacific; treasurer, F. H. Smith, division freight agent, Santa Fe; and secretary, S. E. Byler, supervisor of contracts, Santa Fe.

The **Traffic Club of Denver** has elected the following officers for 1955: President, Howard A. Hosek, traffic



A **LIGHT THERMOMETER** that flashes green, orange or red to show whether impact speed was good, marginal or bad is a feature of Southern Pacific's new "Tela-View" box car. The car, part of the SP's damage prevention program, has one side of transparent plexi-glass so observers can watch load shiftings. A speedometer records impact speeds up to 15 mph. Transportation Inspector John Stricklin accompanies the instruction car over the railroad.

manager, Tivoli Brewing Company; vice-presidents, Fred H. Booth, assistant general freight agent, Denver & Rio Grande Western, and James R. Wildman, traffic manager, Adolph Coors Company; and secretary-treasurer, H. O. Magee, Missouri Pacific.

## New Facilities

### Seaway to Require Changes in Victoria Bridge

By agreement between the Canadian National and the St. Lawrence Seaway Authority, the railroad's Victoria Bridge, across the St. Lawrence river between Montreal and St. Lambert, is to be equipped with a second highway for automobile and bus traffic (*Railway Age*, February 14, page 16).

The new two-lane highway is to be built on that part of the bridge, east of the CNR's double-track line, which is now used by electric interurban cars. It will be a one-way road for Montreal-bound motor-traffic. The existing two-way motor road on the west side of the bridge will become a one-way, two-lane route for outbound traffic.

The plan is expected to more than double the motor-carrying capacity of the bridge, because, with separated one-way roads, motorists will be able to drive faster than at present. Car-carrying capacity of the bridge and acceleration of traffic across it will be aided also by time-saving changes in toll collection methods. It will cost the CNR \$2,300,000 to build the new highway and to provide associated facilities.

The bridge will cross the ship channel which the seaway authority is to build on the south (St. Lambert) side of the river over a lift span which trains and motor vehicles will use when

no ships are in the vicinity. When the span has to be raised, trains may have to wait, but motor traffic will be diverted over a roadway leading along the canal embankment to a new movable highway bridge. The two bridges will be far enough apart so both will not have to be raised at the same time to permit passage of a vessel. These facilities will cost the seaway authority \$4,000,000.

**M&SC to be Abandoned**—To carry out the plan, the existing electric line, operated by the CNR-controlled Montreal & Southern Counties Railway, will be torn up, but until the new motor lane has been completed, the CNR will use its main-line tracks to provide a temporary shuttle passenger service for south shore communities. When the two motor lanes are ready for use, this temporary rail service will be discontinued.

The CNR, to implement its plan, has filed with the Board of Transport Commissioners an application for abandonment of the M&SC, and substitution of bus service, which will not, however, be operated by the railway.

Both the CNR and the seaway authority will start work on the project as soon as possible. It is believed the railway will be able to complete its part of the work within six months from commencement.

Controls to govern timing and method of movement of ships through the channel and the sharing of delays between ship and rail traffic are under detailed study by the seaway authority and the railway, to insure that characteristics of traffic will establish the pattern for regulation of operation, keep railway and shipping delays to an absolute minimum, and provide complete safety.

**Chicago, Indianapolis & Louisville.**—Ten miles of 100-lb rail will be relaid with new 115-lb rail at an (Continued on page 16)



On the Chesapeake and Ohio, 6000 older cars are  
being equipped with ASF Ride-Control® Packages . . . so that

# Now even "Chessie"®



"Chessie" is a registered trademark of the  
Chesapeake and Ohio Railway

The C&O is on record as being "... vitally interested in any plan that will move more goods, more efficiently." They found one answer in the self-contained, easy-to-install Ride-Control Package. In minutes, the Package-equipped car is ready to roll—almost as smoothly as a brand-new car on Ride-Control Trucks!

**TEST RUNS—BEFORE AND AFTER PACKAGE INSTALLATION—  
SPEAK FOR THEMSELVES!**

**LOADING DAMAGE INDEX: 45,877**

Car mounted on old-type coil  
springs. Speed: 36 mph.

**LOADING DAMAGE INDEX:  
3,085**

Same car equipped with Ride-  
Control Packages. Speed: 84 mph.





# can ride their freights!



*"Chessie" has long been a symbol of smooth, safe travel on crack C&O passenger fleets. Today, more than ever before, the same applies to their freight service.*

Current modernization on the C&O calls for bringing some 6000 older cars up to modern riding standards with ASF Ride-Control Packages. Result: cars that ride over fifteen times more smoothly!

But aside from the obvious mechanical advantages is the equally important question of economics.

In deciding to use Packages extensively, the C&O considered the fact that a car available only for restricted use represents a potential revenue loss... that a more efficient car pool is the answer to carrying more freight per dollar invested in rolling stock... that safer

hauls at higher speeds build traffic.

Not all older cars are equipped with Packages, of course. Some are so close to retirement that they don't justify even this small an investment. So each older car is evaluated as to its over-all condition. In short, the C&O Package program is sound economics in practice as well as in theory.

Would a similar program be practical on your road? The facts prove that it's worth investigating. Now is the time to find out why a small per-car investment in Ride-Control Packages can pay you big returns!

**Bring your older cars up to modern riding standards...with**



**Ride-Control® Packages**

**AMERICAN STEEL FOUNDRIES**

410 N. Michigan Avenue, Chicago 11, Illinois

Canadian Sales: International Equipment Co., Ltd.,  
Montreal 1, Quebec

## New Facilities

(Continued from page 13)

estimated cost of \$367,119. The company also will renew out-of-face 10 miles of ballast and place 10,000 cu yd of patch ballast, or a total of 32,000 cu yd at a cost of about \$95,000. The steel is to be laid beginning about July 1, and the ballast work will get under way about April 1. Repairs to masonry on several large bridges will be carried out by the Intrusion-Prepakt method, at a cost of about \$90,000.

**Santa Fe-Southern Pacific.**—The ICC, with Chairman Mitchell dissenting, has overruled motions of these roads to dismiss an application by the city of Fresno, Cal., seeking a certificate of convenience and necessity permitting abandonment of the Santa Fe's main line into the city. The roads contended that the commission had no jurisdiction to entertain the Fresno application because, as a plan to consolidate railroad facilities, the proposal could properly have been initiated only by the roads themselves. Mr. Mitchell's dissent supported this viewpoint. The commission majority, however, differentiated between railroad mergers or consolidations and acquisition and joint use of track and terminal facilities. The Fresno plan (*Railway Age*, August 16, 1954, page 13) would eliminate 32 grade crossings and the SF Tulare Street passenger station. The plan, involving construction of a new union station and trackage rights for the SF over the SP, would cost an estimated \$12 million, the commission reported. The commission order keeps the proceeding open for consideration of the application on its merits.

**Western Pacific.**—Company forces

will replace 519 linear feet of timber lining in Tunnel No. 1 at Niles, Cal., with concrete lining, at an estimated cost of \$211,000. Similar work is being undertaken near Belden and Keddie by the Utah Construction Company.

Tunnel No. 22 near Belden involves 266 linear feet of lining replacement at a cost of \$112,000; Tunnel No. 23 at Belden, 1,163 linear feet, \$473,000; and Tunnel No. 33 near Keddie, 1,053 linear feet, \$432,000.

## Financial

### Battle for the Boston & Maine

Proxy statements mailed to stockholders by management and opposition group—Latter names its candidates

The management of the Boston & Maine, and the group seeking to oust that management, have mailed their respective proxy-soliciting material to the road's stockholders. The management announced that the present 18-member board of directors will stand for reelection at the April 13 annual meeting in Boston. Stockholders of record at the close of business March 22 will be entitled to vote at the meeting.

The opposition group's 19 nominees for directors of the B&M are Herbert Alpert, partner in the law firm of Alpert & Alpert, Brookline, Mass.; Andrew J. Beck, attorney, Presque Isle, Me.; Maynard W. Bullis, manager, Doran Manganese Bronze Company, Brooklyn, N. Y.; Burton M. Cross, president and treasurer of Cross' Flowers, Inc., Augusta, Me.; John S. Dawson, vice-president, Bridgeport Brass Company, Fairfield, Conn.; Pierre Dumaine, president, New England Transportation Company, Wayland, Mass.; Alonzo R. Gile, owner, Gile's Dairy, Franklin, N. H.; W. Earle Goss, cashier and director, Franklin Na-

tional Bank, Franklin, N.H.; Nathan Grevior, owner, Grevior Furniture Company, Tilton, N. H.; Rodney A. Griffin, II, owner, Griffin Drug Company, Franklin, N.H.; William N. Hadley, vice-president and general manager, Parks & Woolson Machine Co., Springfield, Vt.; Alexander L. Hillman, president, Hillman Periodicals, Littleton, N.H.; Francis P. Murphy, vice-president and director, J. F. McElwain Company, Nashua, N.H.; Robert C. Nordblom, president, Nordblom Company, Boston; William L. Phinney, partner in law firm of Sheehan, Phinney & Bass, Goffston, N.H.; Russell B. Valentine, financial consultant, Glidden Morris & Co., Atlantic Highlands, N.J.; James A. Walsh, chairman of finance committee and director, Lodge & Shipley Co., Greenwich, Conn.; Merrick E. Wheeler, treasurer, Springfield Local Telephone Company, Springfield, Vt.; and Arthur P. Wilcox, A.W. Parry, Inc., Rockland, Mass.

"Capture" of the road by "friends and business associates of the presi-

(Continued on page 41)



**DE-ICICLERS.**—To protect its new dome cars from damage which might be caused by the icicles which form on tunnel ceilings in winter months, the Canadian Pacific has mounted steel crossbars on diesel locomotives assigned

to transcontinental passenger service. The bars, two of which are visible on each of the diesel units above, are designed to shear off icicles before they can break against the domes.

## Questions

## and Answers FOR THE TRANSPORTATION DEPARTMENT

It is generally agreed that it is desirable to cut down the time freight cars spend in yards and terminals. It has been suggested that one way to accomplish this objective would be to cut down on time spent in inspecting journal boxes. Specifically, some people have said that journal boxes need not be inspected at every terminal through which a car passes. A thorough inspection at the originating (or, in the case of interline freight, the receiving) terminal is enough, they suggest. What is the practice on your road?

(This question was suggested by a discussion recorded in the Proceedings of the 1954 meeting of the American Association of Railroad Superintendents. The two answers given at the right will be followed by others at a later date.)

Occasionally freight embargoes are issued by the Car Service Division, AAR. Can the division do this on its own authority, or must it have the concurrence of railroads serving the point or points covered?

### *One inspection not enough, two roads say.*

"On our railroad we give all cars careful inspection and oiling when received from connections. We have not found it advisable to move these cars through to destination or delivery point without further inspection of journal boxes. It is our practice to have journal boxes on cars inspected and oiled, if necessary, at principal terminals, but not at all terminals through which they pass. In the light of our experience we do not feel we can afford to do otherwise.

"Prior to about 1950, when hot boxes became so prevalent, it was our practice to make a Class A inspection at the initial terminal with the idea that cars would move through to destination or delivery point without further inspection of journal boxes. The idea was good and it was desirable, but the number of hot boxes increased to such an extent that dropped journals resulted, and we had to safeguard against accidents—get away from what we call Class A inspection.

"We have now gone further. We have 14 supervisory automobiles equipped with radio. These cars are operated by superintendents, trainmasters, and others. From the month of May through the month of October a through freight train seldom goes from one terminal to another without an intermediate inspection while running by a division supervisory officer in one of these automobiles. All our through freight trains are equipped with radio on both locomotive and caboose. The number of hot boxes supervisory officers have ob-

served from these radio automobiles has convinced us that the payoff justifies the effort."—G. P. Brock, executive vice-president and general manager, Gulf, Mobile & Ohio.

[Although Mr. Brock did not specifically say so, he implies that the off-track supervisors radio train crews in case of hot boxes.]

"On our railroad the practice is to give complete lubrication attention to a loaded car when received at interchange, or when received from a shipper.

"At intermediate terminals where trains are not broken up and switched, the only inspection given the journal box is to feel the end of the collar to make certain that the journal is not running above normal heat. Should the journal be running above normal temperature, then lubrication attention is given to the box, or the car is cut out for whatever attention is necessary.

"At terminals where trains are broken up and cars switched over humps, complete lubrication attention is again given to loaded cars. We find that unless the packing is set down, impacts in hump switching have a tendency to induce waste grabs where packing is up against journal brasses.

"Since, at intermediate terminals or switching terminals, inspection of freight cars is made from a safety standpoint, no additional delay is encountered with the above-mentioned practices."—J. P. Newell, vice-president—operation, Pennsylvania.

### *CSD must consult railroads involved.*

"All railroads serving the point or points covered by an embargo must concur in the provisions of the embargo before it may be issued by the Car Service Division. Nowhere in the Per Diem Code is there authority given the Car Service Division to issue embargoes on its own authority. Invariably, in issuing embargoes, the Car Service Division states that they are issued at the request of the serving railroads."—A. F. Swinburne, executive

assistant, Car Service Division, Association of American Railroads.

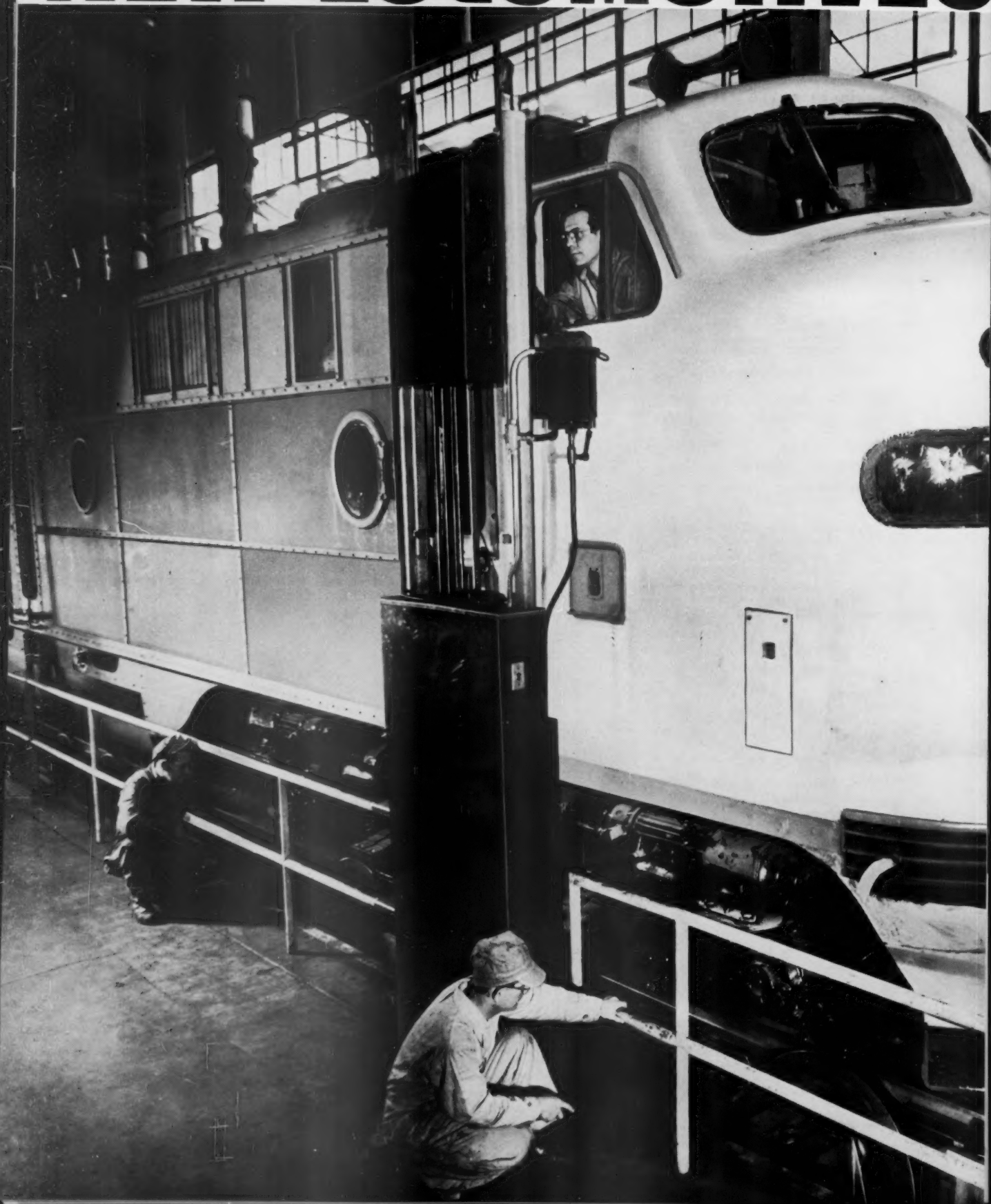
[A large number of answers to the "quiz" on car service rules, published in this column in the March 14 *Railway Age*, have been received to date. It is suggested that all answers be carefully checked, since it is believed there is only one correct answer to the "quiz."]

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will

not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, *Railway Age*, 30 Church Street, New York 7.



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**M**AYBE YOU haven't thought of it this way—but no General Motors Diesel locomotive completely wears out.

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## Current Publications

### BOOK

HEWITT'S INDEX-DIGEST OF IMPORTANT DECISIONS AND PRINCIPLES BY ALL FOUR DIVISIONS OF THE NATIONAL RAILROAD ADJUSTMENT BOARD, compiled and edited by Homer O. Hewitt, W. H. Anderson Company, 524 Main st., Cincinnati 1, Ohio.

During the past 17 years the editor has been making a digest of all important decisions of the four divisions of the board for his own use. In 1953, in response to demand, he decided to publish a very limited edition of his unique Index-Digest.

The work has been compiled in a special style with a view to providing the simplest and most exacting source of necessary and desirable information. It is alphabetically arranged according to principles enunciated in the decisions, and it briefly identifies specific board cases.

The cost of the original volume of approximately 600 multilithed pages is \$150. It is being supplemented semi-annually and supplementary material will be cumulated at the end of each two-year period and issued as an additional bound volume of the set. The cost of the supplemental service is \$100 a year and includes delivery of the cumulative volume. The first supplement was issued in July 1954, and the second in January 1955. Purchasers who order now receive the original bound volume and the two supplements at a total cost of \$200.

### PAMPHLET

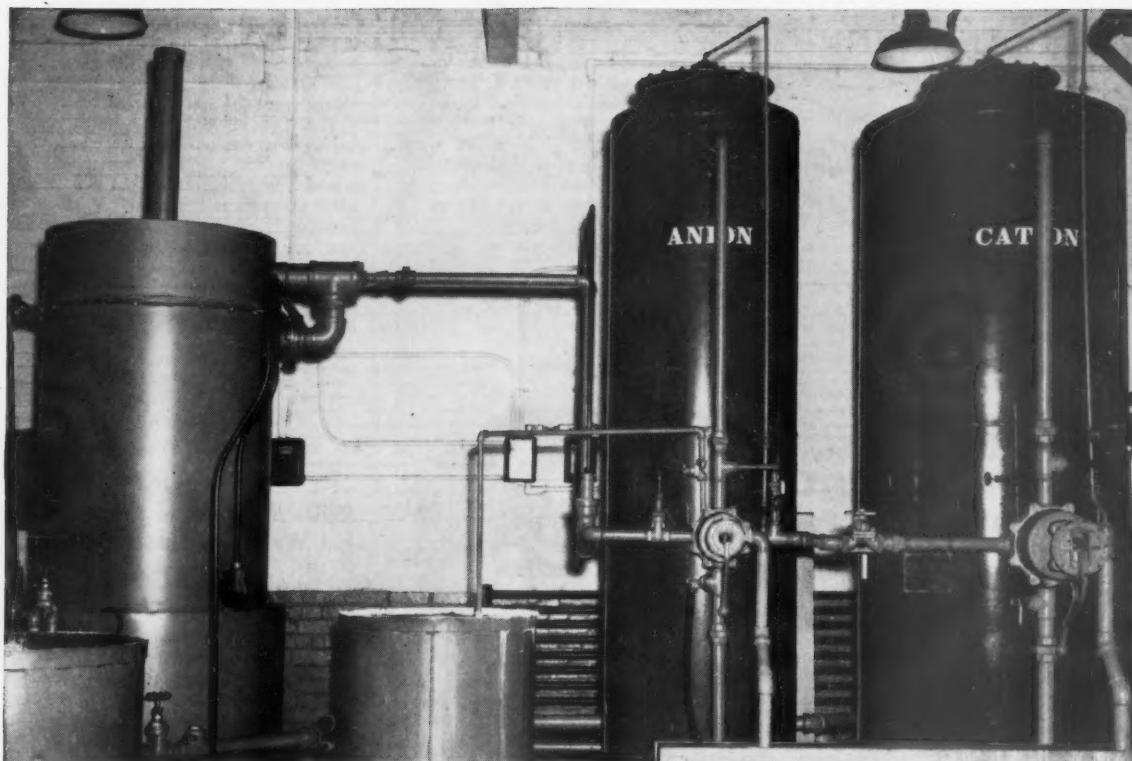
RAILROAD MANUAL. 40 pages, illustrations. Allis-Chalmers Manufacturing Company, Safety Services department, Milwaukee 1, Wis. Free.

To help maintain a high standard of safety in the operation of its implant railroad system, Allis-Chalmers has adopted and placed in manual form a comprehensive outline of basic railroad practices. These rules cover signaling; blocking, coupling and switching; movement of cars; loading operations; boarding, traveling and descending; maintenance; and bad order and breakdown rules. In addition, it carries special rules for railroad derrick crews.

### PERIODICAL ARTICLE

GIVING RAIL FREIGHT NEW PEP. Business Week, March 5, 1955, pp. 132-136. McGraw-Hill Publishing Company, 330 W. 42nd st., New York 36. Limited supply of tear-sheets available free.

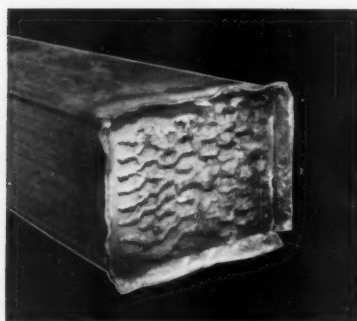
Reviews briefly immediate alternatives open to railroads to increase traffic while they conduct their long-range campaign for "freedom to compete under fair and equal conditions." These alternatives are centralized traffic control, Univac and other electronic computers, mechanical refrigeration, and rebuilding freight cars for special jobs.



Dearborn furnishes a complete line of De-Ionizing or Zeolite plants for railroad application.

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## Letters from Readers

### Can't Escape Economic Law

TO THE EDITOR

Your Forum of 7 February discusses the problem of competitive rates and traditional differentials. It seems to me that what you describe as the economic way to deal with such a situation is the right way. That is, it is wise and

DEARBORN, MICH.

proper to set a rate that will both hold the traffic and yield a profit but it is wrong to set a rate below the point where it will yield a profit. It is wrong from the railroad's point of view because profitless traffic is no better than no traffic and it is wrong from the social point of view because traffic carried at a loss taxes other shippers to subsidize the low rate shipper.

It is true that the economic solution will take some producers out of distant markets but there is no real alternative. If short distance rates are kept high the nearby producers will

go to competing forms of transportation. If long distance rates are brought below cost the losses from this source will in the not very remote future bankrupt the railroads.

The economic solution is not quite as harsh as it looks. Taking D (of your example) out of the market will increase the traffic from B. This won't help the railroad serving D but presumably it is in the favorable situation for some other traffic. Then too there is a good deal of long haul traffic which will remain either because the more distant producer is more efficient or simply because there is no nearby producer.

GEORGE B. DUTTON JR.  
Research Assistant  
Detroit, Toledo & Ironton



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### Railway Age So Good He Wants It Sooner

PHILADELPHIA, PA.

TO THE EDITOR:

Each week-end I read *Railway Age* at home, and when I find something of interest I turn down the corner of the page and the following Monday take the matter up with the interested members of my staff.

You will be interested in knowing that, including the tab to remind me to write you, I had ten tabs turned over in your February 21 issue. Consequently, that issue represents one of the most interesting that I personally have seen in a long time.

It occurred to me that the "Week at a Glance" might have been the outcome of one of the suggestions that I made several years ago, viz., that a summary at the beginning would be quite helpful. You certainly handled it quite well and I think it is worth the effort.

A further suggestion might now be in order, viz.—if you could schedule the publication so that it could be in our hands in the afternoon of Friday of each week, it would give us all the opportunity to read it over the week-end.

J. P. NEWELL  
Vice-President—Operation  
Pennsylvania

[We are happy that Mr. Newell finds *Railway Age* so useful. His constructive suggestions are being given careful consideration. The advice of other readers on the question he raises as to time of publication will be greatly appreciated.—EDITOR]

### One-Sided Appeal On "Third Party Notice"

CHICAGO

TO THE EDITOR:

The article concerning the case Whitehouse vs. Illinois Central, which

appeared under the heading "Law & Regulation" in the February 21 *Railway Age*, is a good article and accurate except for the concluding paragraph in which it is stated that the case was appealed "by the division with support of the unions" and that "their" further appeal brought the case to the Supreme Court.

The fact of the matter is that the board, as such, did not appeal. Only the five labor members of the board appealed. The five carrier members of the board have consistently taken the position that the opinion of the District Court and the Court of Appeals is proper.

JOHN W. FOSTER  
General Attorney  
Illinois Central

## The True Lesson

BOSTON, MASS.

TO THE EDITOR:

In his interesting comments (*Railway Age*, March 14, page 50) on your Forum article of February 7, Mr. E. V. Hill remarks that the rate situation portrayed does not often exist. It is nevertheless found in the case of the North Atlantic port differentials; identical problems have regularly been encountered in the effort to maintain seaports on the so-called proper basis.

The true lesson to be drawn is that rate *relationship* is more important than rate *level*. This is often overlooked.

Unregulated competition may be an extra complication but even without it the basic problem remains.

SOUTHWORTH LANCASTER  
Department of Economics  
Boston University  
College of Business Administration

## What's Happened to Cabinet Report?

PORTLAND, ORE.

TO THE EDITOR:

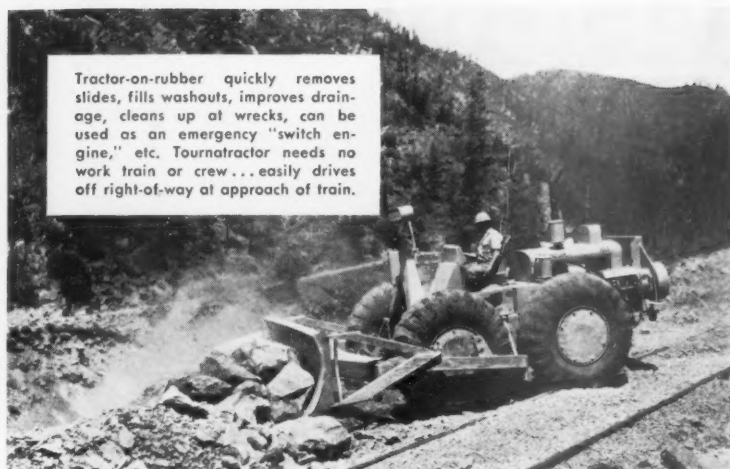
Can you account for the cloak of silence which apparently has been thrown about the Cabinet Committee on Transport Policy and Organization?

Can you indicate how widespread is this disinclination to publicize the policy study in general publications?

My observation indicates that the public at large, including many railroad employees, is of the belief that nowhere but in the minds of railway officials is any fault found with government policies which cripple rail transport for the purpose, and as a result, of promoting other modes.

KENNETH MCFARLING

[We are as much mystified and dismayed as Mr. McFarling appears to be over the delay in definite action on the report of the Cabinet Committee on Transport Policy.—EDITOR]



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In less than 4 minutes, Tournatractor travels a mile under its own power to handle any railroad maintenance job in your yard or along the right-of-way. This 19 mph tractor does not damage tracks or switches, does not trip automatic block signals. It handles a wide variety of jobs quickly—cleans drainage ditches, removes slides, cuts down banks, fills washouts, reinforces causeways and bridge approaches. 1 man and 1 machine can do many of these and similar maintenance tasks in a single day.

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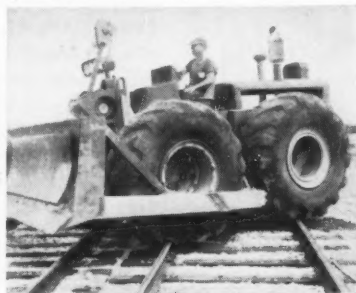
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Felix S. Hales



L. L. White

## Felix S. Hales Elected NKP President

Succeeds L. L. White, who continues as chairman of the board; both changes will become effective April 1

Felix S. Hales, executive vice-president of the New York, Chicago & St. Louis since August 1, 1952, has been elected president to succeed L. L. White, as briefly announced in last week's *Railway Age*, page 76. Mr. White will continue as chairman of the board and chief executive officer. The change becomes effective April 1.

### Entire Career with NKP

Mr. Hales—born in Wilson, N.C., April 13, 1893—has spent his entire business career with the Nickel Plate. He received his bachelor of engineering degree in 1913 from North Carolina State College, after which he taught mathematics at the same school for a year. Mr. Hales received a civil engineering degree from Cornell University in 1916, in which year he joined the NKP as a draftsman in the grade elimination department. He served in that capacity until June 1918, when he was commissioned a second lieutenant in the field artillery.

Returning to the Nickel Plate in December 1918, Mr. Hales became, successively, assistant to the corporate chief engineer, assistant engineer of bridge design and steel inspection, and engineer of track. Between 1928 and 1931 he was assigned to engineering duties in connection with the development of the Cleveland Union Terminal, as well as construction of NKP tracks into the terminal. Subsequently, Mr. Hales served as bridge engineer, assistant general superintendent, and assistant

to the president. On November 15, 1947, he was appointed vice-president—operation, which position he held until he became executive vice-president in 1952.

### Mr. White's Career

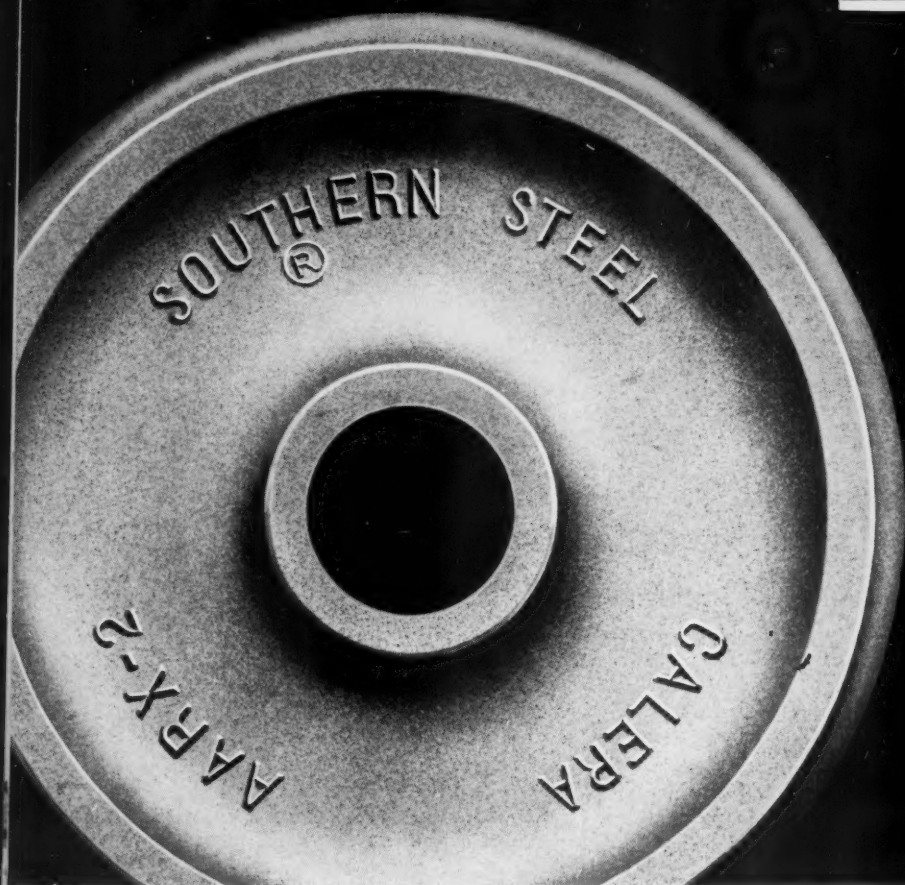
Mr. White has served as Nickel Plate president since January 26, 1949. He became chairman of the board January 17, 1950. Born July 2, 1889, at Kenwood Park, Iowa, he started his railroad career as an office boy for the Rock Island at Cedar Rapids, Iowa, in March 1904. He left that railroad in September 1905 to attend business college, after which he joined the St. Louis-San Francisco as a trainmaster's clerk.

In February 1918 Mr. White went to the Erie as chief clerk to the general superintendent at Chicago. He became assistant to the president in New York in September 1929, and in March 1933 was promoted, in addition, to vice-president. After a leave of absence beginning in 1936 he returned to the vice-presidency in October 1938.

On January 1, 1940, he was appointed chief operating officer of the Chicago & North Western at Chicago. He became vice-president—operation, of the Chicago, St. Paul, Minneapolis & Omaha (part of the C&NW system), May 15, 1942. Two years later he moved in the same capacity to the C&NW. He was elected executive vice-president of the Nickel Plate on August 1, 1948, serving in that position until his elevation to the presidency.



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in 13 years of research

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in 7 years of road service

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in 5 million test car miles

The Southern steel wheel, approved for interchange and designated AARX-2 by the A.A.R., is a time-tested, time-proven wheel. You can put this steel wheel under your freight cars *at lower cost* than other steel wheels!

This new cast steel wheel is the outgrowth of a research project inaugurated in 1941, of a road test program begun in 1947 and continuing to the present time. Service records prove that the Southern cast steel wheel delivers extra strength, extra stamina, extra actual miles in service. Car after car in regular service has rolled up well over 100,000 miles; and two of them have passed 300,000 and are still going strong.

The Southern steel wheel owes its exceptional performance to its unique metallurgical structure. Cast of 1.5% carbon steel, of an analysis similar to that of die steel, it is subjected to an exacting double heat treatment to develop to the fullest the optimum properties of the metal. Electric furnace melting gives close control of analysis, and conventional sand molds with chillers are used to produce directional solidification and dense tread metal. After the wheels cool below critical temperature, the two-stage heat treatment refines grain, relieves stress, and spheroidizes the carbides. The result is an extremely wear-resistant metal, with a high degree of toughness. There are no transition areas—the metallurgical structure is uniform from flange to hub.

Throughout manufacture, there is no compromise with quality in pro-

ducing Southern cast steel wheels. Modern instrumentation and sensitive automatic controls are used extensively for utmost accuracy. Special equipment performs all machining operations at a single chucking, producing an inherently balanced wheel with all machined surfaces square and concentric.



Southern Wheel's entire new Calera, Ala., plant is devoted exclusively to the high quality, high volume production of cast steel wheels. It is Brake Shoe's most recent project for better serving the needs of American railroads.



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● From every standpoint, the Budd-built, stainless steel Gallery Cars have proved to be an outstanding success in Chicago commuter service on the Burlington.

They have helped to make friends of the Burlington's passengers, increase traffic and reduce operating costs.

Their high capacity (148 passengers) permits greater loads without increasing train and platform lengths, in an area where population is growing rapidly.

Their stainless steel construction contributes to low operating and maintenance costs, and high availability.

The Burlington's first order for thirty Gallery Cars was placed in 1950. Traffic increases brought a subsequent order for ten more. And now, an additional ten—raising the total to fifty.

The Budd Company, Philadelphia 15.



# **CARS FOR THE BURLINGTON**



AT THE FRONTIERS OF PROGRESS YOU'LL FIND



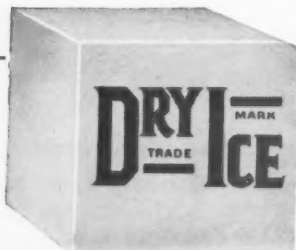
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PURE CARBONIC COMPANY is a division of AIR REDUCTION COMPANY, INCORPORATED Principal products of other divisions include: AIRCO — industrial gases, welding and cutting equipment and acetylenic chemicals OHIO — medical gases and hospital equipment NATIONAL CARBIDE — pipeline acetylene and calcium carbide COLTON CHEMICAL COMPANY — polyvinyl acetates, alcohols and other synthetic resins.

## How Much Regulation?

President Champ Davis, of the ACL, with characteristic frankness, declared recently (*Railway Age*, March 14, page 15) that he did not favor "deregulation" of the railroads, although conceding that there is "room for improvement in the present regulatory structure, without doing violence to its basic concept." More specifically, he said he was opposed to legislation which would permit railroads to operate "without regulation in such areas as minimum rates, contract rates" and the like.

Several members of the ICC have expressed a somewhat similar opinion, i.e., that the law could stand some minor changes, but that most of the desirable improvement in the transportation situation could be brought about within the framework of the act as it stands.

At the opposite pole from such opinion are some observers (including some railroad men) who are convinced that there is no reason for any regulation whatsoever of railroad rates. Those at this end of the spectrum of opinion tend to be critical of railroad managements who are wary of complete freedom of regulation. Of them, these critics often make some observation to the effect that: The prisoner is in love with his chains.

The paradox in this difference of opinion is that, for the most part, *the same goal is desired by both those who favor deregulation and those who oppose it.* Both groups want to see the railroads prosper. Both would like to see the railroads handling all the traffic to which they have a sound economic claim. And neither group disregards the public interest in a more equitable division of traffic than that now obtaining. Also taking part in the debate, of course, are some people who are *not* activated by friendship for the railroads—and who would either keep the railroads in a regulatory straightjacket the better to restrain their effectiveness in competition; or, perhaps, would completely deregulate them and tie them up in the antitrust laws, to induce them to cut each other's throats.

Setting to one side the unfriendly participants, there still remain within or near the railroad industry a large number of individuals whose motives are unquestionable—but whose opinions on the wisdom of deregulation are as far apart as the poles. And therein lies the paradox.

Since both extremes of opinion—and all variations between the extremes—are honestly held, by people whose experience and intelligence entitles them to respect, the least that may be hoped for is that the debaters will strive to understand each other and will endeavor by patient discussion to resolve as many of their differences as possible.

In his illuminating recent book "The Public Philosophy" Walter Lippmann makes a helpful distinction between two kinds of debate—the "dialectical" and the "rhetorical." The latter is the variety whereby your sole purpose is to defeat your opponent—hence you hold back evidence that might help him, or you question his motives, or use any available device to strike him down. Dialectical debate, on the other hand, has as its goal the discovery of the truth. So the debater presents his point of view as strongly but as fairly as he can, holding back no pertinent evidence—and welcomes the criticism of his opponents. In this kind of debate, neither contender usually wins a complete victory, but the conclusion reached usually comes closer to the truth than the answer obtainable by the rhetorical approach.

The distinction is vitally important. Much of the argument between the champions of rival agencies of transportation falls into the rhetorical category. For example, the specious arguments by which the St. Lawrence seaway was put over, or by which spending \$100 billion of public money on long-haul highways is championed, have been almost purely rhetorical. The differences between railroad people on the question of deregulation do not (so far as can be observed) fall into that category; and let's hope the contenders will make a continuing and conscious effort to keep them on a constructive plane.

This paper ventures the suggestion that this debate might be resolved, or nearly so, if the debaters would first tackle the more specific question: *How should railroad rates be constructed, in the presence everywhere of competition which is unreachable by regulation?* If the railroads are to become a "growth industry" again, expanding as the country expands, they have got to stop losing traffic to which they have a sound economic claim. If they are going to accomplish this, then they have got to have a system of making rates which, while providing adequate revenues, will attract the traffic that should move by rail, as present rate practices are demonstrably failing to do, at least in large measure. Either with or without regulation, the railroads are still confronted with the necessity of developing a realistic policy on rates, to meet modern competitive conditions.



**IMPROVED TRACK, LOWER GRADES AND FEWER CURVES** permit 90 mph for passenger trains and 60 mph for freights.

## How Santa Fe Uses CTC

Project including automatic train-stop system provides for 90-mph speeds on 142 miles of important single track line

The advantages of centralized traffic control over automatic block on single track are being proved daily on a project recently completed by the Santa Fe on 136 miles between Newkirk, Okla., and Purcell.

The new CTC is part of a Santa Fe program of improvements to provide for train operations at higher maximum speeds—90 mph for passenger trains and 60 mph for freight—and to promote safety and on-time performance, which will mean more reliable railroad service.

### **Lighter Grades and Curves**

The territory involved is part of the important Santa Fe route between Chicago and Texas, via Kansas City, Arkansas City, Kan., Oklahoma City, Fort Worth and Dallas. On this Newkirk-Purcell section, the daily schedules include 6 passenger trains, 6 through freights and two local freights. Counting extras, a total of 16 to 20 trains are operated daily.

Except for short sections this subdivision traverses prairie, with rolling grades, ranging up to approximately 0.6 per cent. However, at seven places the grade ranges up to 1.0 per cent. An early part of the program was to improve the grades and curvature in the worst sections. This required considerable heavy construction. In the four-mile section through Waterloo, the ascending grade westward formerly ranged up to 1% and included 6 curves of 4 deg to 5 deg 31 min, and two 6-deg curves. After the reconstruction, this four miles has a maximum grade of 0.7 per cent, and maximum curvature of 1 deg. On the entire Newkirk-Purcell section the ruling grade eastward now ranges up to 1 per cent for about 2.7 miles between Lawrie and Mulhall. The ruling grade westward ranges up to 1 per cent for 2.2 miles just east of Otoe. Four other sections of 1 per cent grade are short.

This Newkirk-Purcell line now has such few grades

and heavy curves that passenger trains can be operated at high speed, 90 mph, for a large percentage of the distance, and, except on grades, freights can be operated at or near 60 mph. The track is well constructed and maintained, using heavy rail, good ties and crushed rock and chat ballast.

### **Fewer and Longer Sidings**

As a part of the program, numerous changes were made in sidings. Those at Orlando and Waterloo were removed. Short sidings at Kildare, Flynn, Dereco and one south of Norman, no longer needed for through trains, were left in service as house tracks with electrically locked hand-operated switches. Fourteen sidings were lengthened to capacities ranging from 125 to 276 cars. These are at Newkirk, Marland, Red Rock, Otoe, Asp, Mulhall, Lawrie, Guthrie, Seward, Edmond, Britton, Moore, Noble and Purcell. New long sidings were built at Norman, Burnett and Perry.

### **New Operation at Ponca City**

Previously, 6.5 miles of the main line through Ponca City was double track, with automatic signals for right-hand running. Because of street crossings, train speeds are restricted to 30 mph. The passenger station is on the south side of the track. When a westward passenger train was making the station stop, no freight could run on the eastward track between the passenger train and the station.

The new project includes two double layouts of crossovers and one single crossover at Ponca City, all power operated. The signaling is arranged for train movements in both directions on each of the two tracks. Now, each passenger train can be routed to make its station stop





**CTC AND AUTOMATIC TRAIN STOP SYSTEM** authorize train movements without train orders.

on the track adjacent to the station, so that the other track can, at the same time, be used by freight trains in either direction. Furthermore, sections of either track (west of the station where no street crossings are involved) can be used by a freight train as the equivalent of a siding, allowing a passenger train to run around it on the other track.

In brief, the new arrangement prevents numerous delays compared with the previous operation. Another advantage is that, for some periods during the day, through freight trains of both directions can be routed on a given track, thus allowing exclusive use of the other track for switching moves, thereby directly expediting service to shippers.

#### **CTC Replaces Automatic Block**

After completing all these track improvements, the next phase of the program was to replace the old semaphore automatic block signaling with a modern centralized traffic control system, by means of which trains

utilize the new track facilities to the best advantage. With the power switches, trains enter and leave sidings without stopping. All train movements are authorized by signals, under the control of the dispatcher, thus eliminating numerous delays compared with using timetables and train orders, with automatic signal protection.

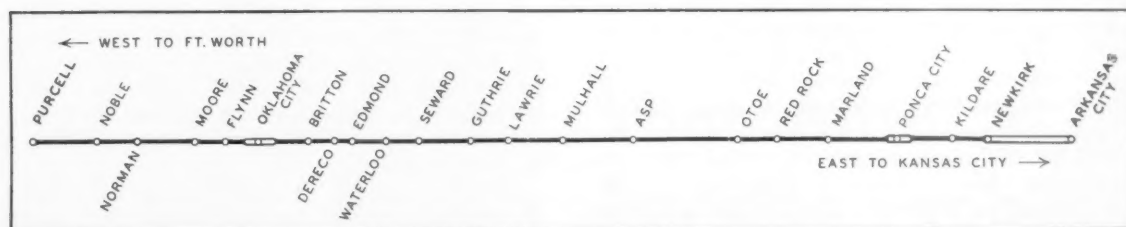
Eastbound passenger train No. 12 now averages 57.8 mph between Oklahoma City and Newkirk, 108 miles, including six stops. Through freight No. 39 is scheduled to make the run over the 153.3 mile subdivision, Arkansas City to Purcell, in 4 hours 30 minutes. The dispatcher states that, before the CTC was installed, he had difficulty in getting this train over the subdivision in its schedule time. Now he can do this easily, and can make up 20 to 30 minutes if necessary.

Tonnage freights are now making the run in about one hour less than previously. Much of this time is saved by using the CTC to advance trains for close meets—in fact many meets are made without stopping either train. Two such non-stop meets were made in the course of one hour recently, one being between two important freight trains, No. 37 and No. 38. The dispatcher says passenger trains can do better than previously, also, and therefore can easily make up 15 to 20 minutes if they are received behind schedule.

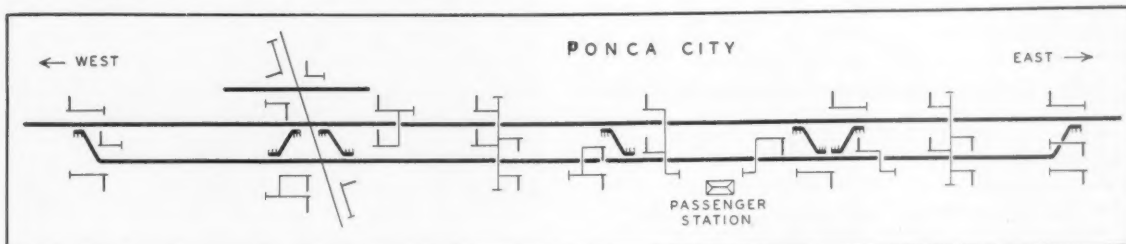
#### **Signal Aspects Save Time**

New No. 20 turnouts with 30-ft switch points were installed at the ends of the 17 sidings where power switch machines were to be placed. These turnouts are designed for trains to enter or leave sidings at speeds up to 40 mph.

The sidings are equipped with track circuits to control signals and to operate track-occupancy lamps on the control panel. When a switch is reversed for a train to enter an unoccupied siding, the entering signal displays the Red-over-Flashing-Yellow aspect, and the signal in approach displays the Yellow-over-Yellow aspect. Thus the engineman has advance information so he can bring his train up to the turnout at the speed for which it was de-



**FOURTEEN SIDINGS WERE LENGTHENED**, three new ones were constructed and several old ones removed.



**TRAINS SAVE TIME AT PONCA CITY** where both tracks are now signaled for train moves either way.



**PAPER WORK WILL GO OUT THE WINDOW** as President John W. Devins (right) and Larry S. Provo, vice-president and comptroller, head the Minneapolis & St. Louis toward . . .

## Nearly Automatic Accounting

Some 70 reports will be mechanized and 50 others cut out entirely by a network of systemwide Teletype and IBM equipment covering every department

Directors of the Minneapolis & St. Louis have approved installation of a highly integrated and mechanized accounting system which may be the first of its kind on any North American railroad. The equipment will be installed during this year and its operation will be carried out under the direction of President John W. Devins and Larry S. Provo, vice-president and comptroller.

The system will integrate car and revenue accounting. It will also completely integrate its own equipment so that all functions will be carried out by the machines except the original recording of information. When the system gets under way, the operating department, for example, will be relieved of all accounting functions, yet operating reports will pinpoint the responsibility for cost and expenses.

Use of the new system will entail a complete revision of the road's accounting practices in fields such as:

- Freight revenue and interline settlements.
- Payroll distribution and bank statement reconciliation.
- Car accounting (including interline car hire and per diem settlements).
- Inventories.
- Cash disbursements and expense distribution.
- General and subsidiary ledgers.
- Property records.

- Billing operations such as joint facility, car repair, leased properties.

- Accounts receivable—including all freight, switching and demurrage revenue.

A feature of the system will be the use of common language Teletype tape (five channels) which will permit the reproduction of data on IBM cards when the tape is run through another machine. The tape will also mechanically reproduce a printed copy and transmit itself over wire circuits to produce another printed copy, an identical tape—or both.

A Teletype tape will be punched automatically during the typing of a carload waybill. The tape will write the car and waybill information on passing reports, train consists, switch lists and manifest and disposition reports. The tape will also be transmitted to the general office in Minneapolis for traffic, revenue and car accounting.

Planning of the system has resulted from a study of M&StL accounting practices by the certified public accounting firm of Arthur Andersen & Co. Of the reports presently prepared by different departments of the railroad, about 50 will be eliminated completely by the new system and some 70 more, now prepared manually, will be handled by the machines. Practically all statistics needed for reports will be available through the system without repetitious manual listing and summarization.



**NOW:** New parking lot and station entrance at Omaha provide added convenience for patrons. Lot is on waiting-room (second-floor) level and has space for 101 autos.



**THEN:** Vacant lot and ramp to utility driveway on basement level occupied site of new parking facilities. Only parking available to patrons was along streets bordering station.

HERE'S ONE SOLUTION FOR...

## That Auto Parking Problem

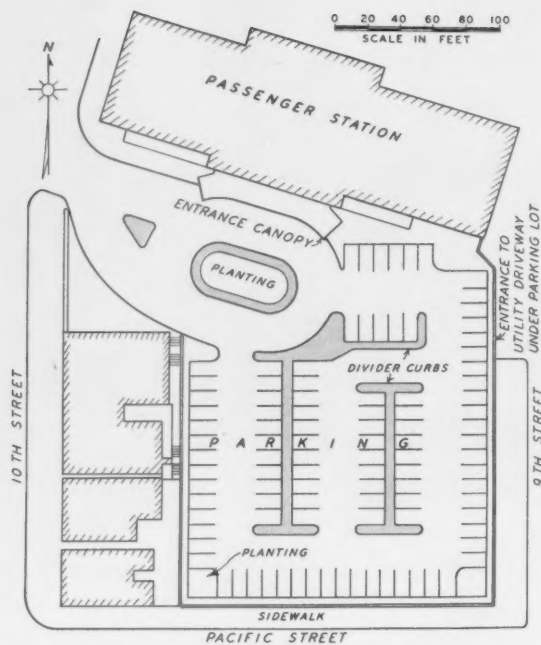
Burlington builds a large parking lot, part of it elevated, to accommodate patrons' automobiles at its Omaha passenger station

That perplexing problem—adequate automobile parking space around large passenger terminals—has been effectively dealt with by the Burlington at Omaha. An extensive partially elevated parking plaza has recently been completed there, together with a circular driveway for loading and unloading auto passengers and a com-

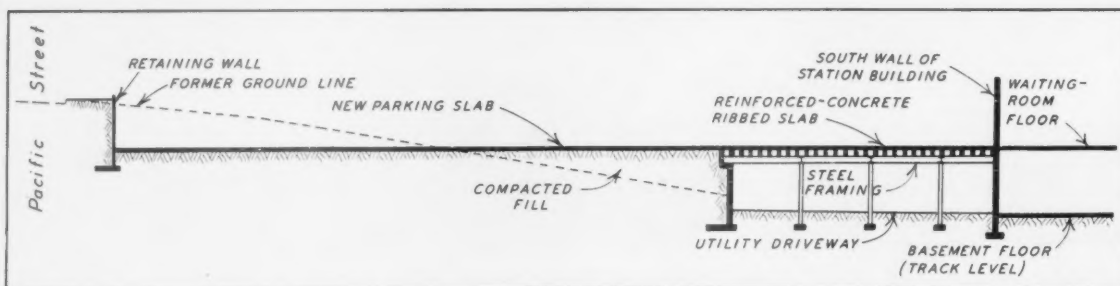




**CANOPY** over entrance is attractively designed with sweeping curved lines. Underside is plastered, and edges are finished with aluminum fascia.



**LAYOUT** of parking facilities is designed to eliminate congestion of autos moving in and out. Circular driveway and canopied entrance permit all-weather loading.



**ELEVATED** portion of parking lot adjacent to station permits space below to be used for utility drive and un-

loading zone on basement level. Remainder of parking slab is on ground, surrounded by retaining walls.

pletely new station entrance opening directly into the waiting room area. At the same time, the waiting room and some of its auxiliary facilities were rearranged, redecorated and otherwise modernized.

Traffic congestion at Omaha was particularly serious because of the closeness of schedules on several important passenger trains during the late evening hours. Patronage of these trains has been increasing during the past few years and the large numbers of people driving to the station to meet trains were overtaking facilities in the station area.

The station was built in 1898 and remodeled extensively in 1929. It is a two-level structure with the waiting room on the upper story. Tenth street, which borders the station on the west, is slightly above the waiting-room level.

The lower floor, at track level, is devoted to offices and baggage, express and utility facilities. Trains are reached from the waiting room by an elevated concourse over tracks on the north side of the station. The concourse connects with the Union Station, about  $\frac{1}{2}$  block

away, and provides stairways and escalators to the track-platforms below.

Prior to the new construction work, the station had only a main entrance on the west on Tenth street, and a taxi entrance to the concourse, also on Tenth street. These have been retained, but are now used principally by passengers traveling by taxicab.

The only parking space formerly available to patrons was along the streets bordering the station, and on the inner side of the U-shaped taxi driveway to the west concourse entrance. To satisfy the need for additional parking facilities, the railroad chose a location on the south side of the station for the new parking plaza. This area included a vacant lot and a ramp and driveway from Tenth street which served a utility entrance and unloading zone on the track level.

The new lot has spaces for 101 automobiles and is laid out so they can move in and out easily without congestion. The parking area, driveway and entrance are all on the waiting room level. Access to the parking lot, which is slightly below the street level, is by a ramp



**INTERIOR** of the station has been rearranged somewhat, redecorated and refurnished with new appointments in attractive colors.

from Tenth street. The parking and driveway area is approximately 190 ft by 250 ft in plan. The portion of this area adjacent to the building consists of a reinforced concrete slab of ribbed construction which is supported by a structural-steel framework with columns spaced at about 20-ft intervals in each direction. This type of construction permits the area beneath to be used as a utility driveway and unloading zone on the track level. Access to the utility area is from Ninth street, which runs along the east side of the station.

The remaining portion of the parking lot is built on the ground with reinforced-concrete retaining walls surrounding this area on all sides. The concrete slab on the ground is 6 in. thick, while the slab on the elevated structure is 2½ in. thick with ribs varying from 10 to 14 in. in depth spaced at 25-in. centers. All slabs are sloped towards the center of the parking area, and drop inlets are provided at strategic points to carry drainage to the city storm sewer system. The entire area is brightly illuminated at night by mercury-vapor lamps placed on 30-ft steel poles with 6-ft overhanging bracket arms.

The new entrance to the station which opens directly into the waiting room embraces three openings fitted with glass doors set in aluminum frames. For the middle opening manually operated double doors are used, while those on either side have automatic doors equipped with treadle-type opening mechanisms. The automatic doors are pneumatically operated and each has its opening mechanism installed for one-way operation—one for "in" traffic and the other for "out" traffic.

A large structural-steel canopy has been constructed directly outside the new entrance. Overhanging the driveway about 4 ft, it affords complete weather protection for persons entering or leaving automobiles. Attractively designed with sweeping curved lines, the canopy has a



**OLD LAYOUT** had luncheonette at location of new entranceway. Lunch counter was moved to space occupied by men's smoking room, which was eliminated.



**ENTRANCE** is equipped with an automatic treadle-type door on each side and manually operated double doors in center. Projection unit heaters in "hood" above doors blanket entranceway with warm air as doors are opened.

plastered ceiling and a built-up tar and gravel roof and is finished with an aluminum fascia.

On the inside, the new entrance is covered by a "hood" with wing walls on either side. This enclosure arrangement extends about 4 ft into the waiting room. The "hood" portion of the enclosure serves as a plenum chamber for the entrance heating system and houses three projection-type unit heaters, one above each door. These units blanket the entrance area with warm air so as to temper incoming cold air.

Fresh air is drawn into the plenum chamber through grills on the front of the "hood." After being heated by finned radiators in the plenum chamber, the air is blown down through vents in the underside of the "hood." The wing walls on either side carry steam and electrical lines to the heating system and, in addition, tend to confine somewhat the cold air coming in through the doors.

The air in the plenum chamber is heated continuously so that a supply of warm air is always available. The blower fans are controlled thermostatically and turn on and off with fluctuations in the temperature at the entrance.

#### **Station Interior Rearranged**

In conjunction with construction of the new parking area and entrance, the interior of the station was rearranged somewhat. New furnishings were installed in the waiting room and it was redecorated. A luncheonette counter at the location of the new entrance was moved, replacing the men's smoking room which was eliminated. The women's rest room was reduced in size and a newsstand was relocated to occupy the space thus made available.

The area formerly occupied by the newsstand was converted into a room for telephones and parcel-check lockers.

#### **Modern Furnishings**

The new waiting room furnishings feature an attractive combination of colors in coral, beige and sage green.

There are two principal groupings of lounge-type furniture, each placed in rectangular patterns on a large rug laid on a rubber pad. The furniture is solid walnut and the chairs have plastic seats and backs which are removable so that they can be replaced easily if damaged. Coffee tables and lamp tables also are walnut, with Parkwood tops simulating black marble. Table lamps have a satin-chrome finish and parchment shades. Planters with artificial flowers are located attractively around the area; they too are constructed of walnut with stainless steel bases.

Interior walls were first washed thoroughly, and after plaster was repaired as necessary were repainted in soft colors. The woodwork was also washed and revarnished to complete the interior decorating.

Design and construction of the parking facilities, as well as the station remodeling, were carried out under the general direction of A. H. Simon, then engineer of buildings and now retired, and C. J. Bonnevier, then assistant engineer of buildings, who has succeeded Mr. Simon.



## **New Trains Build**



**YARD-TO-YARD TELETYPE** connections are another new element in NYC operations. Installation of these machines from Chicago eastward began last fall.

## **NYC Business**

How faster freight schedules have cut delivery time from Western gateways to New York-Boston—Service has grown in four months to seven daily trains





**THOROUGH INSPECTION** prior to departure from Blue Island yard, Chicago, has been a factor in the performance record of New York Central's new fast through freights.

Last fall, when the New York Central announced plans for expediting certain freight schedules with new east-bound trains, President A. E. Perlman labeled the move "a possible answer" to "piggyback."

Whether the service will be the road's final answer is still an open question. But today the program is well advanced and this much is certain: In the scant four months since the first of the new through freight trains was announced, the road has added six other major trains of the same character. In each case, trains are reaching destination markets in the East 24 hours sooner than a few months ago. Former third morning markets are now afforded second morning delivery, while previous second morning markets get first morning delivery.

The primary purpose of the new trains, of course, has been to win back traffic. How the Central has fared was pointed up recently by Arthur E. Baylis, vice-president of freight traffic. Mr. Baylis remarked that business on the new trains "is increasing every day and we expect even greater increases as the shipping public gains more experience with the service." Customer reaction, he says, has been "most encouraging."

So far the Central's new schedules have included two trains daily from Chicago to New York; one from Chicago to Buffalo; one from Chicago to Boston; one from Detroit to New York; and two from Bellefontaine, Ohio, to New York, with connections from St. Louis, Peoria, Cincinnati and Toledo.

The trains from Chicago match or beat the best truck line delivery of meats, fruits and vegetables to New York and Boston markets. There has also been improved delivery on livestock to Buffalo. The new Chicago-Detroit-Boston service provides second morning delivery to New England and has resulted in improved handling for Detroit automobile traffic. The New York trains out of Bellefontaine give faster service from western connections at St. Louis as well as from Toledo, Cleveland and other points on the Big Four.

Meat and perishables are not the only commodities receiving faster delivery by the seven new trains. Shippers of manufactured and miscellaneous freight get the same service, and at least two of the trains move automobiles and automobile parts to assembly plants in the East.

A new Teletype system now being installed along the railroad from Chicago to New York is an important aid in maintaining the new schedules. For example, an advance consist on the through train, NY-CD-4, is transmitted from Blue Island yard, Chicago, to Niles, Mich., while the train is en route. (Niles is the only division point where this train picks up cars). With the advance consist the pick-up cars at Niles are preblocked and spread on different tracks so they can be cut into the train while the crew and caboose are being changed. At division points where no cars are picked up, crew change and inspection time runs from 10 to 15 minutes.

#### **How Time Is Saved**

By the Central, perishables from the West now reach fruit and vegetable auction markets on Manhattan one day earlier by virtue of the new schedules with their substantial reductions in running time. This time saving has been accomplished in two ways: (1) By reducing the number of stops for picking up and setting out cars, and (2) by confining thorough inspection and servicing to the origin yard. At Blue Island, inspection and mechanical forces have been enlarged to do a more thorough job before departure. At intermediate division points, inspection includes the usual air tests, checks of running gear, including journals, and safety appliances.

The banner train of the new fleet, NY-4, runs over the main line via Cleveland. This train makes no pick-ups or set-offs between Blue Island at Chicago and Spuyten Duyvil, just north of Manhattan. It leaves Chicago at 10 p.m. and arrives at 33rd Street terminal in New York



**MERCHANDISE FREIGHT** is also handled in the new trains. At New York City delivery is made by railroad trucks the same as other lcl shipments.

by 4 a.m. second morning, in time for the morning markets.

This 29-hr schedule is often beaten, sometimes by four to six hours. NY-4's performance has been good—on time about 94% if non-critical Sunday arrivals are excluded.

Train NY-CD-4, running over the Michigan Central and through Ontario to Buffalo, picks up only at Niles, Mich., and makes set-offs at Albany (for the Boston & Albany), and at Spuyten Duyvil. It leaves Chicago at 11 a.m. and is scheduled for arrival at 33rd Street terminal at 6 p.m. second evening, in time for deliveries to night fruit and vegetable markets. Its on-time average to date is 95%.

#### **The Service Grows**

After the first two new trains, NY-4 and NY-CD-4, were well established, another through train, CB-4, was added to move perishables and livestock from Chicago to Buffalo. CB-4 leaves Blue Island at 9:30 a.m., via the main line, and arrives in East Buffalo before midnight the same day (13½ hr).

Still another addition, an old train with a stepped-up schedule, 1/BF-NY-4, departs nightly from Bellefontaine, Ohio. Cars from St. Louis, Indianapolis, Peoria, Cincinnati and other Big Four points are assembled for departure from Bellefontaine at 6 p.m. The train picks

up additional cars at Cleveland, then stops only for crew changes and re-icing before arrival at 33rd Street terminal, New York, at 7 p.m. the following night.

A second BF-NY-4, doing the same work on the opposite side of the clock, has been added to arrive in New York at 5 a.m. Another of the fast freights, designated BA-8, serves Chicago-Detroit-Boston. It picks up at Detroit and gives second morning delivery to the New England area. MC-NY-4, Detroit to New York, is a counterpart of the Boston train. It provides service to New York with automobile and other traffic.

At present, NY-4 is averaging 75 or more carloads daily, ranging from a low on Monday and Tuesday of 45 and 60 on Wednesday to around 125 on Thursday, Friday and Saturday. NY-CD-4 averages 60 cars, ranging from a low of 35 early in the week to around 95 cars on Friday and Saturday.

Up to this year, the Central has operated with multiple track (four to six-track main line), automatic block signals and train orders. President Perlman has plans for changing all that. Centralized traffic control will be installed on the Erie division east of Buffalo, adding to similar installations elsewhere on the system. Radio will be installed for communication in yards and terminals.

#### **Cut-Off Operation**

At Blue Island yard in Chicago, the new-train program has demanded sharp timing by operating forces of the NYC-controlled switching line, the Indiana Harbor Belt. Between cut-off time and departure, cars are pulled to Blue Island, re-iced, switched, blocked for delivery at New York, and given final inspection.

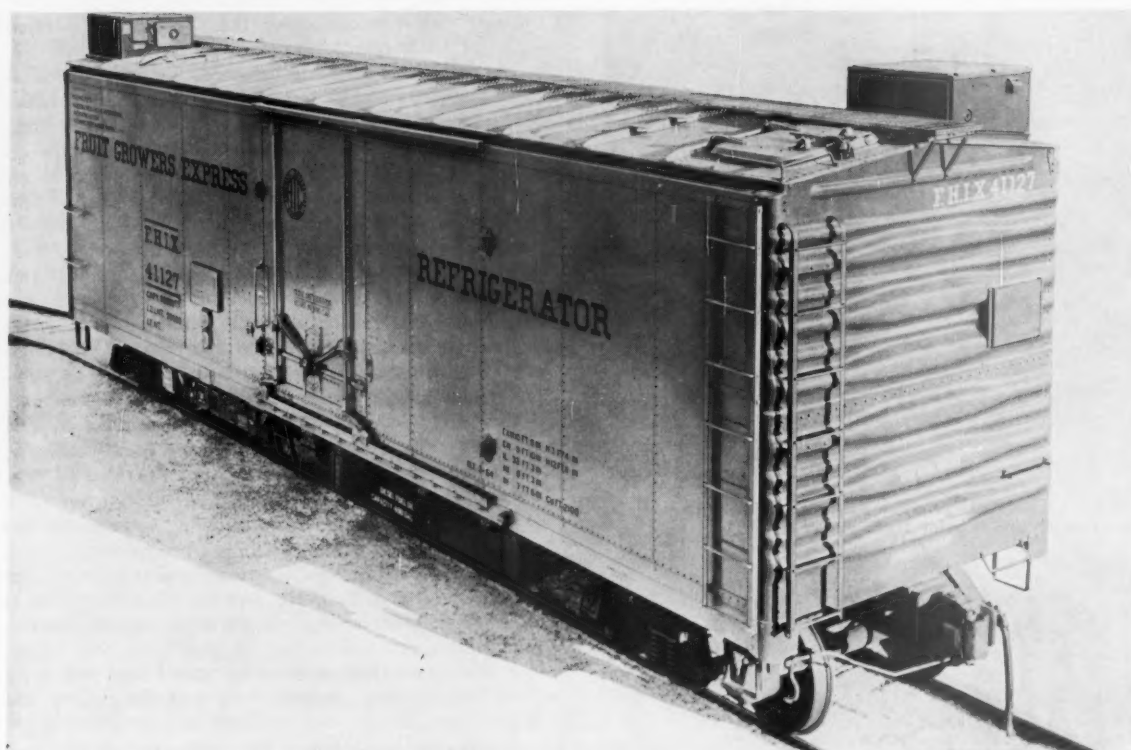
There is a 1:30 p.m. cut-off for the night departing train, NY-4. An exception to this rule is a pull of fresh meat and packinghouse products from Chicago's Union Stock Yards due from the Chicago Junction-Chicago River & Indiana at 7 p.m. For morning departure trains, including NY-CD-4, cut-off time is 3 a.m. Pulls are made from a total of 21 Class I railroad interchange yards by switching and belt lines.

Icing lists prepared by western trunk lines, or Chicago shippers, are delivered to the IHB at Blue Island. Refrigerator cars are re-iced on tracks running along the icing platform and ice house at the south side of the yard. Where protective instructions require, heaters are lit and installed in bunkers at this point.

Only 15 minutes are required to handle a cut of 36 cars at the ice dock. While a switcher is pulling one cut from receiving yard to icing track, another cut is being iced, and still a third cut of 36 cars, just iced or heated, is being switched to the hump. If instructions call for it, cars are again re-iced by the New York Central at Wayneport, N. Y.

#### **"NAME THE TRAIN" CONTEST**

A contest among employees for the best name for the new fleet of fast freights has been conducted by the Central. Six cash prizes were awarded by the road, with first prize going to Harold J. Porter, Jr., for his suggestion "Early Bird."



A STANDARD water-ice refrigerator car converted to mechanical refrigeration with the Waukesha "Diesel-Ice" system. A cooling-heating unit is shown installed in the ice-bunker hatches at each end of the car.

## Here's Automatic Heat or Cold

Waukesha has developed equipment for old or new reefers which provides refrigeration or freezing and heating and ventilation service

Complete equipment for keeping temperatures in refrigerator cars in the 20 to 70, or the  $-10$  to  $+5$ -deg F range, or to supply heating or ventilating service, is now being made by the Waukesha Motor Company, Waukesha, Wis.

The equipment may be used for new cars or for converting existing cars to mechanical refrigeration without structural change. As applied to cars designed for ice cooling, existing ice bunkers are removed. The system permits loading the entire inside cubic capacity of the car, resulting in a gain of about 10 per cent of usable space in a 50-ft car. Packaged units allow easy removal for exchange or servicing.

The system for low temperature cars, required by the frozen food industry, consists of two completely packaged cooling and heating units which are installed in icing hatches, one at each end of the car, and a diesel engine-generator unit mounted under the car. For cars used exclusively for transportation of non-frozen products at 30 deg F and higher temperatures, only one cooling and heating unit is required.

Installation of the power unit only requires attaching two mounting tracks on the underframe of the car. The

Enginator unit is rolled into position on these mounting tracks which are equipped with extension rails which permit rolling out the unit for normal servicing and maintenance. A power conduit is installed from the power unit along the underframe of the car, up the end of the car and along the roof adjacent to the running board. This supplies the electric energy which operates the motor-driven cooling and heating units mounted at the top of the car.

To install the heating and cooling units, which are completely packaged and freon-charged at the factory, the hatch cover or plug is removed and the cooling and heating is installed in the icing hatch frame. The cooling and heating unit is designed to fit into standard hatch frames and is equipped with an adapter plate to meet any variation in the frames.

The evaporator and air circulating fan extends down into the car. The electrically driven compressor and condenser projects above the hatch opening and working parts are accessible from the car roof. There is a heavy insulation barrier between the evaporator section and the condenser section of the cooling and heating unit.

The diesel fuel system usually consists of two 200-gal





THE 20-KW Diesel Enginator shown in rolled-out servicing position on the tubular track extensions.



DIESEL-ICER system cooling-heating unit. The upper condenser section, which extends above car roof, contains the dual condenser fans, the motor compressor, condenser, and the refrigerant receiver.

diesel fuel tanks installed on the underframe of the car. A battery box also is located on the underframe. An automatic temperature control panel is placed adjacent to the Enginator. Top and bottom inside car temperature indicators are conveniently located on the side wall of the car. The system is also available for new car building programs in either top or side mounted units.

#### The Power Unit

The Enginator consists of a 6-cylinder, 4-cycle diesel engine, directly connected to a 20-kw, 220-volt, 3-phase, 60-cycle fully enclosed alternator which is interior-cooled by engine intake air and exterior-cooled by the radiator motor fan. The diesel engine is water-cooled by a large

radiator with a motor driven fan. The engine is rated 42 hp at 1,200 rpm.

The crankshaft is counterbalanced. Valves are Stellite-faced seating in Stellite inserts. Cylinders are renewable, hardened and wet-sleeve type. The fuel injection system consists of a separate injection pump with pintle-type injectors. The lubrication system is full pressure to all main, rod and piston pin bearings, rocker arms and timing gears. The oil capacity is 22 quarts.

The engine is started by a 24-volt electric system. Sub-zero starting is accomplished with the aid of a 110-volt electric heating element, built into the engine coolant system and operated from standby electric service. Also included is the Chevron capsule-type primer. The Enginator is equipped with protective devices such as automatic shut-down controls guarding against engine overheating and lubrication failure. It is started and stopped manually since it operates continuously when the car is in revenue service. The unit, which is rated 20 kw, weighs 2,100 lb.

The condensing section of the cooling and heating unit consists of a 3-cylinder, valve-in-head reciprocating type, air and refrigerant-cooled, hermetic type compressor operated by a 6-hp, 220-volt, 3-phase, 60-cycle motor at 1,750 rpm. The condenser is the high capacity, finned-tube type, air-cooled by dual integral  $\frac{3}{4}$ -hp motor fans. The refrigerant receiver is of fabricated steel and is located within the condensing section of the cooling and heating unit.

The evaporator section of the cooling and heating unit is separated from the condensing section by a heavy insulation barrier. The evaporator is of the finned-tube, multipass, counter-flow type, employing a  $\frac{3}{4}$ -hp integral motor fan. The electric heater section, between the evaporator and the motor-driven fan, is of 4-kw capacity and thermostatically controlled. Defrosting is accomplished by fully automatic, electrically controlled hot gas.

The unit chassis is fabricated of high-strength alloy steel. The evaporator section is galvanize-dipped. The unit capacity at 90 deg F ambient, with a car temperature of 0 deg F, is 18,000 Btu per hour. Two units being used in low temperature cars provide a capacity of 36,000 Btu per hour. The total weight of the cooling and heating unit is 1,150 lb.

The control of the cooling and heating units is electric and fully automatic. This equipment is housed in an accessible weatherproof control box placed on a side panel of the condensing unit. All motors and electric car heaters are thermal-overload protected.

The thermostat of the system is electronic. It is housed in a readily accessible control box conveniently located beneath the car underframe adjacent to the engine generator. It is equipped with a temperature dial divided into two ranges; an upper range from 20 deg to 70 deg F, and a lower range from -10 deg to +5 deg F. The cooling and heating units operate automatically and cycle on and off on demand. Cooling and heating is automatic in the upper range for 20 deg to 70 deg F. The control system provides for cooling only in the lower range from -10 deg to +5 deg F. The system was designed to meet the operating conditions encountered in freight service and is not affected by changes in altitude and temperatures.

All installations are equipped with an electrical receptacle to permit operation of the electrical condensing units from standby electric power.

## HOW SANTA FE USES CTC

(Continued from page 30)

signed, 40 mph. If the siding is occupied by a train of the same direction, the entering signal can be controlled to display the Red-over-Yellow aspect, in which instance the signal in approach displays the single Yellow aspect.

An automatic train stop system, of the intermittent inductive type, forms a part of the signaling system. A wayside inductor is located on the ends of long ties at the right of the track about 80 ft in approach to each main-line signal. The 80 ft distance is varied plus or minus if necessary to get the inductor at least 6 ft from a rail joint, in order to minimize vibration damage.

Train-stop equipment on diesel locomotives includes a receiver magnet, mounted on the rear journal box on the front truck. The center line of the receiver is  $25\frac{3}{4}$  in. from the gage of rail, so that it rides directly over the center line of the wayside inductors, with a vertical clearance of at least  $1\frac{7}{16}$  in.

When a signal is displaying the Clear aspect (high green), the corresponding wayside inductor is controlled so that it makes no change in the locomotive apparatus as the receiver on the locomotive passes over that inductor. However, if the signal is displaying any aspect other than Clear, the train-stop equipment on the locomotive will function to apply the air brakes automatically, unless the engineman "acknowledges" by operating the acknowledging valve not to exceed 15 seconds before the receiver passes over the inductor.

### Motor Car Indicators

As part of the new signaling, automatically controlled motor car indicators were installed to warn men on motor cars of the approach of trains. The indicators are located at the end of each siding and at each intermediate signal, and at other places, averaging about



**POWER SWITCH MACHINES**, controlled by the dispatcher, operate the siding switches for trains to enter or depart.

4,000 ft apart. Having seen an indicator indicating "clear," a man has time to proceed at normal motor car speed at least to the next indicator before he must take his car off the track.

The "clear" indication is three 1-in. black dots in a vertical row. Indication that a train is approaching is three 1-in. dots in a horizontal row. Each indicator is marked to show the extent of control each way, for example 1.7 miles south and 6.9 miles north.

This centralized traffic control was planned and installed by railroad forces under the jurisdiction of G. K. Thomas, signal engineer, system, and D. W. Fuller, signal engineer, Eastern lines. The major items of equipment were furnished by the Union Switch & Signal Division of the Westinghouse Air Brake Company.

(Continued from page 16)

dent of the New Haven [Patrick B. McGinnis] would not, in our opinion, be in the best interests either of the B&M stockholders or of the public," the management's proxy-soliciting letter said. It told shareholders that "your management intends to fight any domination of your road by the New Haven. We believe it would result in immediate and continuing diversion of traffic and revenue" from the B&M.

The opposition group's proxy statement says the new directors, if elected, intend to elect Mr. McGinnis president of the B&M and then seek Interstate Commerce Commission approval. The New Haven chief executive would divide "his time between the two companies."

### Parmelee Sees 1955 Net Topping 1954's

Dr. Julius H. Parmelee, consulting economist of the Association of American Railroads, has predicted that the railroads "should earn a greater net in 1955 than in 1954, but seem

hardly likely to equal the net income of 1953, which was the largest in all railroad history."

As to traffic, Dr. Parmelee said this year's freight volume seems likely to be about 5% above the 1954 volume, but that passenger traffic will be off about 5%.

The former AAR vice-president and director of its Bureau of Railway Economics made these forecasts in a March 22 address before the class of the Ninth Rail Transportation Institute of American University, Washington, D.C.

"Financial results of railway operation during 1955," he said, "will be affected by the prospective higher level of freight traffic, and by the settlement of a number of demands of labor for increased and fringe benefits. Economies achieved through increased operating efficiency will continue to lighten the burden of increased costs of operation, as they have strikingly done since the war, but may not be sufficient to absorb the total amount of increased labor costs."

Dr. Parmelee also said that the railroads "should be in position to continue large-scale improvements to

plant and equipment, both to make their contribution to the defense build-up and to maintain their competitive position." At the same time, he pointed out that "continuation of improvement programs depends upon finances."

### ICC Approves Central Acquisition of B&A

The Interstate Commerce Commission has approved the New York Central's plan for acquisition of control through stock ownership of the Boston & Albany and two B&A subsidiaries (*Railway Age*, December 27, 1954, page 14).

The plan calls for issuance of collateral trust bonds to be exchanged for shares of B&A capital stock. The Central informed the ICC that a 100% exchange would bring it net savings for 1955 of about \$1,139,360 in the case of the B&A. The Central operates B&A properties under lease.

Control of the B&A and its two subsidiaries, the Pittsfield & North Adams and the Ware River, is "an important intermediate step in ultimate corporate unification" of roads within the Cen-

tral system, the commission said. It did not, however, sanction such a merger at this time.

Control of the lines by Allegheny Corporation, due to its control of Central, was also approved by the ICC.

Under its plan, the Central would issue \$37,500,000 of 25-year collateral trust 6% bonds in exchange for 250,000 shares of the B&A; \$377,800 of 25-year collateral trust 5½% bonds in exchange for 3,778 shares of the P&NA; and \$937,500 of 25-year collateral trust 5¾% bonds in exchange for 7,500 shares of the WR. The bonds would be secured by the stock received by the Central in the exchange and by \$38,816,000 of NYC 5% refunding and improvement mortgage bonds, Series C.

### Rubin Renews Fight To Control South Shore

William Henning Rubin, Chicago hotel owner, announced last week that he is soliciting stockholders of the Chicago South Shore & South Bend for proxies to elect five out of nine directors at the road's annual meeting March 31.

Mr. Rubin has twice before sought to win control of the road. His most recent attempt was in 1954, when the management won by about five to one.

The South Shore has 311,580 shares outstanding among some 3,600 stockholders in 44 states.

### Railroad Loans Brought Net Gain to Government

Nearly 99% of government funds furnished railroads since 1932 by the Reconstruction Finance Corporation and the Public Works Administration

have been returned, according to the Association of American Railroads.

In addition to almost complete return of principal, railroads have paid the government in interest fees and other charges nearly \$110,000,000 more than the cost to the government in interest on money disbursed to railroads.

These disbursements, made to 91 railroads during the period when the RFC was advancing funds to finance agriculture, commerce and industry and the PWA was encouraging pump-priming transactions in the depression period of the 1930's, totaled \$1,142,501,000. In return, railroads have reimbursed the government \$1,400,534,000, which includes \$1,129,908,000 in principal and \$270,626,000 in interest and other charges. Remaining unpaid as of last June 30, when the Secretary of the Treasury took over liquidation of the RFC, was \$12,594,000.

**Illinois-Missouri Terminal.**—*Department of Justice Intervenes.*—The ICC has granted the U. S. Department of Justice the right to intervene in the proposed purchase by this company of the Illinois Terminal (*Railway Age*, February 7, page 12). The Justice Department petition stated that it represents the antitrust policy of the people of the United States who are shippers over the IT and that it also represents the United States as a shipper over the IT.

**Maine Central.** — *Acquisition.* — This road's stockholders at a special meeting in Portland, Me., voted unanimously to purchase for \$450,000 the St. Johnsbury & Lake Champlain, now operated by the MC under lease (*Railway Age*, March 7, page 56).

**St. Louis-San Francisco.**—*Acquisition.*—The ICC has authorized this road to purchase for \$50,000 cash, and

to operate, a 9.22-mi branch of the Illinois Central between Winfield, Ala., and Brilliant (*Railway Age*, December 27, 1954, page 15.)

**Yancey.**—*Acquisition of Black Mountain.*—This road has been authorized by the ICC to acquire and operate the Black Mountain, abandonment of which had previously been authorized (*Railway Age*, February 21, page 16). The ICC also authorized the Yancey to issue 1,500 shares of \$100-par common stock, proceeds of which are to be used to purchase the Black Mountain properties, rehabilitate two bridges, purchase a diesel-electric locomotive and provide working capital.

## Supply Trade

**J. E. Kunkler**, manager of southern California and Arizona sales for the Calco division of **Armco Drainage & Metal Products, Inc.**, at Los Angeles, has been appointed sales manager, southwestern division, at Houston. He has been succeeded at Los Angeles by **J. B. Evans**, Michigan state sales manager.

**Cornell-Dubilier Electric Corporation** has completed a new division plant on the west side of Los Angeles, equipped to handle engineering, design and sample production of C-D capacitors and filters. Sales distribution of products will continue to be handled by **W. Bert Knight Company**, Los Angeles.

As reported in *Railway Age*, February 21, **John H. Van Moss, Sr.**, has retired from **ACF Industries, Inc.**, and has joined his son, **John H. Van Moss, Jr.**, in his activities as a manufacturers sales representative. They have been appointed by **Oliver Iron & Steel Corporation** as sales representatives to railroads and railroad equipment companies in the Chicago, St. Louis and Omaha territory.

**Schneider Manufacturing Corporation**, purchased by **Westinghouse Electric Corporation** in 1954, is being dissolved to form the hydraulic drives department of the Westinghouse gearing division. It will sell, engineer and manufacture hydraulic torque converters and associated brakes and transmissions. **S. M. Johns** has been appointed sales manager.

**H. H. Reed**, New York district manager, **Air Reduction Sales Company**, has been appointed national accounts manager. **O. M. Donohue**, New York district sales manager, has succeeded him as district manager.

**William C. Croft**, vice-president in charge of production, **Pyle-National Company**, has been elected to the newly created position of executive vice-president.



**NEW OFFICERS** of the Traffic Club of Washington, D.C., are: Seated, left to right, A. V. Krone, Federal Facilities Corporation, first vice-president; J. C. Batham, general agent, Santa Fe, president; E. F. MacMillan, special representative, Consolidated Freightways, Lee Way Motor Freight, Navajo Freight Line, Tose Inc., and Wells Cargo, Inc., second vice-president;

standing, Cyril J. Kaemmerlen, Lehigh Valley, non-resident director; Stanley B. Hoveland, General Services Administration; Ted R. Mappes, of the St. Louis-San Francisco; and E. H. Williamson, Jr., McLean Trucking Company and Carolina Motor Express Lines, directors; and Mercer M. Rice, Multi-Carrier Service, secretary-treasurer.



## Railway Officers

**CENTRAL OF GEORGIA.**—**J. R. Straughan** has been appointed general agent in charge of a new sales and service office at 1420 Majestic building, 231 West Wisconsin avenue, Milwaukee, Wis.

**William Henry Mims**, electrical engineer, has been appointed superintendent motive power and equipment, with headquarters as before at Savannah, Ga., succeeding **Harvey Edward Hales**, who has accepted the post of chief mechanical officer of the New Haven at New Haven, Conn.



**William Henry Mims**

**CENTRAL VERMONT.**—**John E. Simpson**, acting superintendent, has been appointed superintendent at St. Albans, Vt., succeeding **Joseph C. Bothwell**, who has retired because of ill health. **Edward J. Movalli**, train dispatcher, has been named trainmaster.

**CHESAPEAKE & OHIO.**—**D. A. Edwards**, assistant treasurer, has been appointed treasurer, at Cleveland, succeeding **J. J. Anzalone**, whose retirement was reported in *Railway Age* December 13, 1954.

**R. E. O'Herron**, general agent at Buffalo, N.Y., has been appointed assistant general freight agent there, succeeding **G. C. Steiger**, who retired February 28 after 35 years of service. **R. A. Banks** succeeds Mr. O'Herron. **R. L. Schilke**, district freight agent, has been named assistant general freight agent, with headquarters as before at Detroit. **H. W. Robinson** has been appointed general agent at Toronto, succeeding **J. R. Yealland**, deceased.

**John W. Hanifen**, assistant general attorney, has been appointed assistant general solicitor; **Robert H. Pratt** and **David L. Farley, Jr.**, attorneys, have been appointed assistants to general solicitor, all with headquarters remaining at Richmond, Va.

**H. S. J. Minkes**, chief circuit designer at Detroit, has been appointed communications engineer there, with system-wide jurisdiction. His former position has been abolished.

**ERIE.**—**Elmer J. Stubbs**, assistant vice-president (operating) at Cleveland, Ohio, retired February 28, after almost 42 years of service.

**William H. Meyn**, treasurer at Cleveland, also retired February 28 after nearly 51 years in railroad finance.



**Jasper Van Hook**

Mr. Meyn has been succeeded by **Jasper Van Hook**, assistant treasurer.

**R. Curtis Clark**, assistant to treasurer, has been promoted to assistant treasurer.

**David C. Mitchell** has been appointed superintendent station service and freight claim prevention at Cleveland.

**Frederick M. Bell** has been appointed chief of divisions bureau at Chicago.

**Charles H. Zimmerman**, trainmaster at Kent, Ohio, has been transferred to the Susquehanna division at Hornell, N.Y., succeeding **Harry E. Joyce**, who has been transferred to the New York division at Port Jervis, N.Y., to replace the late **Leo J. Roche**. **William F. Hedden**, road foreman of engines, Mahoning division, at Youngstown, Ohio, has been named

trainmaster-road foreman of engines of the Kent division.

**Jesse H. Sisco**, general freight agent at New York, has been appointed assistant freight traffic manager there; **Thomas Gilpin**, assistant general freight agent, succeeds Mr. Sisco as general freight agent.

**RICHMOND, FREDERICKSBURG & POTOMAC.**—**David C. Hastings**, division engineer of this road at Richmond, Va., has been appointed superintendent of Potomac



**David C. Hastings**



**Stuart Shumate**

Yard, Alexandria, Va., succeeding **Stuart Shumate**, whose election as general superintendent of the RF&P was noted in *Railway Age* January 24.

## OBITUARY

**Carroll M. Byers**, 57, assistant freight traffic manager of the **Chesapeake & Ohio** at Chicago, died March 19 in that city.

**William S. Morehead**, 70, retired manager of stores of the **Illinois Central**, died March 20 at Miami, Fla.

**W. O. Franklin**, 80, who retired in 1944 as assistant to general manager of the **Norfolk & Western**, died February 21.



**NEW HAVEN.**—**Harvey Edward Hales**, superintendent motive power and equipment of the **Central of Georgia** at Savannah, Ga., has been named chief mechanical officer of the **New Haven** at New Haven, Conn.

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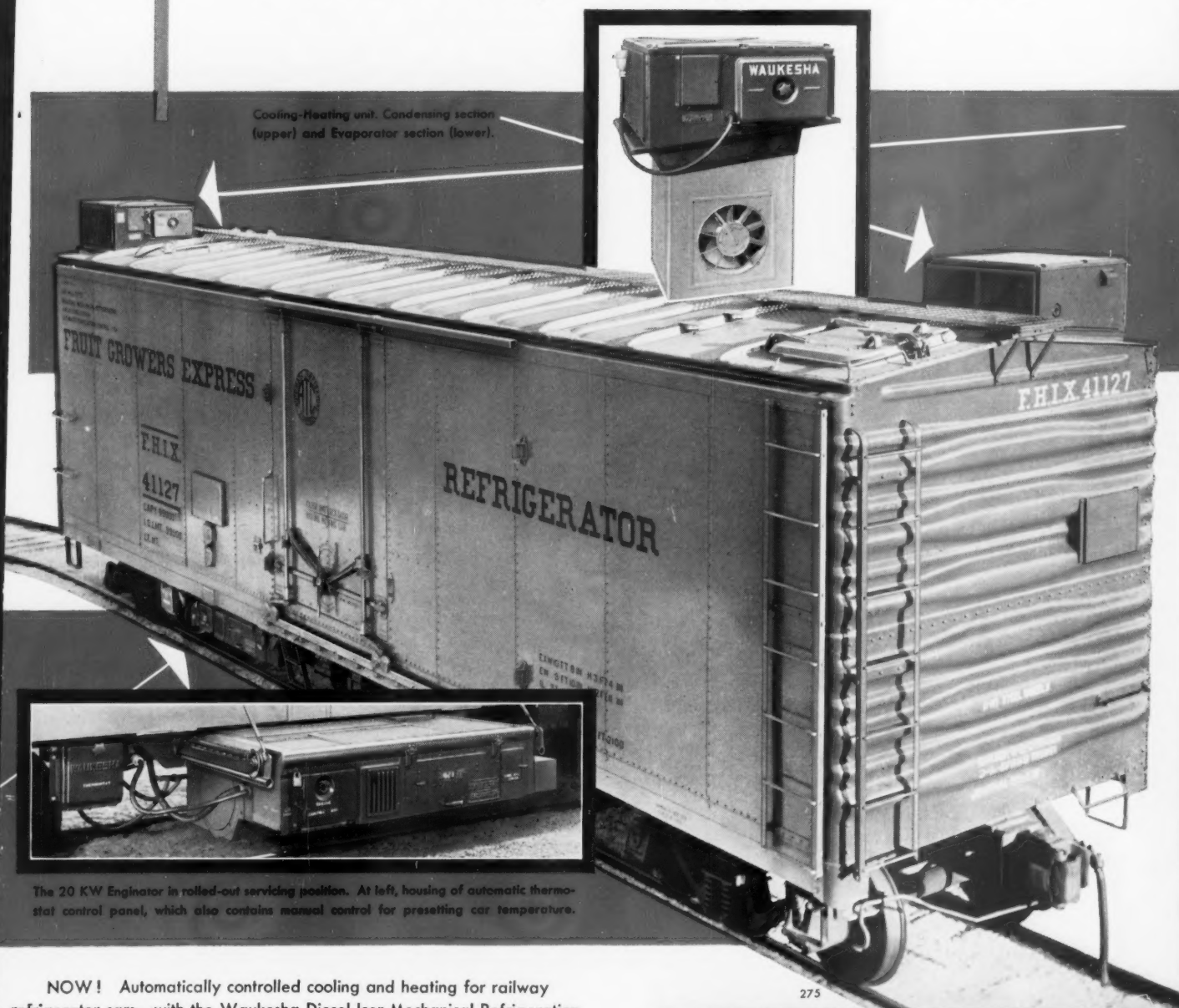
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